MICROFILM

START OF ROLL

ROLL NO.

125

Construction Contracts

Begins # 6650 folder # 1

6650 folder #1 continues from 124

SU-466(4) S.R.RR O'Xing-Pac. Hwy. 1965
W. Sec., Beaverton-Tigard Hwy.
#6650 (Grad., pav., sign.) Folder #1

SUNSET HIGHWAY-BALDOCK FREEWAY
PROPOSED CEDAR HILLS EXPRESSWAY
CLACKAMAS AND WASHINGTON COUNTIES

UNIT B & F (TUALATIN-BALDOCK FREEWAY) LENGTH 1.71 MILES

ITEM	UNIT	NET	ALLOW	GROSS	UNIT PRICE	AMOUNT
1. Clearing and Grubbing	All	100%	- - - -	100%	Lump Sum	$ 41,000
2. Drainage	Mile	1.71	- - - -	1471	$60,000.00	102,600
3. General Excavation	Cu. Yd.	431,990	107,910	539,900	0.35	188,865
4. Short Overhaul	Yd.Sta.	2,060,800	515,200	2,576,000	0.0075	19,320
5. Long Overhaul	C-Yd.Sta.	68,040	16,960	85,000	0.35	29,750
6. Finish Roadbed & Slopes	Mile	1.68	- - - -	1.68	1,200.00	2,015
7. Mounting Guthanks	Lin. Ft.	3,900	975	4,875	0.20	975
8. Bottom Course Base	Ton	40,742	10,158	50,900	1.35	68,715
9. Leveling Course	Ton	7,577	1,893	9,470	1.50	14,205
10. Sprinkling	Mgal.	966	244	1,210	3.00	3,630
11. Preparation of Base	Mile	1.68	- - - -	1.68	400.00	675
12. Aggregate in Binder	Ton	1,025	255	1,280	2.75	3,520
13. Asphalt in Binder	Ton	119	31	150	40.00	6,000
14. Asphaltic Concrete Mix	Ton	10,406	2,604	13,010	3.35	43,585
25. 85-100 Asphalt	Ton	625	155	780	36.00	28,080
16. Emulsified Asphalt	Ton	29	6	35	54.00	1,890
17. Penetration Asphalt	Ton	69	16	85	42.00	3,570
18. Aggregate in Shoulders	Ton	1,043	257	1,300	2.75	3,575
19. Asph. Conc. Traffic Markers	Lin. Ft.	7,550	1,890	9,440	1.00	9,440
20. Metal Guard Rail	Lin. Ft.	10,000	2,500	12,500	3.00	37,500
21. Metal Guide Posts	Each	20	5	25	5.00	125

Subtotal	$ 609,245
Engineering & Contingencies	243,755
Grading and Paving	$ 859,000
Structures (excl. interchanges)	150,000
Estimated Construction Cost	$1,009,000
R/W (incl. damages)	120,000
TOTAL ESTIMATED COST	$1,129,000

NOTE: Interchange estimates include structures.

ROUGH DRAFT

Salem, Oregon
March 23, 1959

Subject: Sunset Highway-~~Tualatin~~ Baldock Freeway
Proposed Cedar Hills Expressway
Washington and Clackamas Counties

Mr. Tom Edwards
Construction Engineer
O f f i c e

In accordance with verbal instructions, a reconnaissance has been made to determine possible routes for the proposed Cedar Hills Expressway between the Sunset Highway in the vicinity of Cedar Hills and the Baldock Freeway in the vicinity of Tualatin. There is no existing facility between these termini other than the network of secondary highways and county roads. For this investigation, 1954 quadrangle maps (1:24000) were used along with aerial photographs taken early this year. A cursory field investigation had also been made.

The proposed Cedar Hills Expressway, according to Technical Report No. 55-5 (Portland Metropolitan Freeway and Expressway System), would ultimately form a part of a westerly circumferential routing of the Portland metropolitan area and at the same time afford certain by-pass characteristics between the Sunset Highway and the Baldock Freeway for Willamette Valley trips destined for Oregon coastal areas. Several routes are possible; these routes, as investigated, are delineated on the attached sketch map.

The field investigation revealed that both residential and industrial expansion is quite rapid through the general area between termini; this is evidenced by the subdividing and the construction now taking place which was not apparent several weeks ago. This rapid growth could have a great effect on right-of-way costs in a short period of time. Selection of a route could also be affected.

A class "A" 4-lane section with a 16-foot median throughout has been assumed and asphaltic concrete traffic markers are used on the median with provision for channelized grade crossings of minor arterial roads. Major arteries having anticipated high traffic volumes are separated with access being gained through interchanges. Surfacing design is assumed as follows: 4 inches asphaltic concrete on 12 inches base including leveling.

Field investigations had also been made by the Cost Section and the Appraisal Section of the Right-of-Way Division from which information concerning the various costs was obtained. ~~The estimates reflect their findings.~~ Interchanges are based on prototype interchange estimates by the Urban Section. The Traffic Division had also been contacted regarding traffic volumes on this expressway and the results of their study is reflected by a small scale schematic sketch attached to this report. Costs to complete the Sunset Highway to 4-lanes from each individual route terminus easterly to the existing 4-lanes are also included; these costs were roughly determined from prototype construction at $250,000 per mile and were not detailed.

Attached are the sketch map and other supporting data.

J. E. Morelock
Asst. Chief Locating Engineer

By

William H. Tebeau
Reconnaissance Designer

WHT:law

Attachments

Form E-106—10M—9-58
State Printing 45221

Job No. .....

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for .....

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

Sunset Highway - Baldock Freeway
Proposed Cedar Hills Expressway
Clackamas & Washington Counties

TABLE OF PHYSICAL CHARACTERISTICS*

	Route A	Route B	Route C	Route D	Route E
Length A - H**	10.8	10.8	11.1	11.7	12.4
Length Existing Expressway	—	—	0.9	2.8	4.3
Length new construction	10.8	10.8	10.2	8.9	8.1
Total Central Angle	185°±	61°±	207°±	234°±	165°±
Total No. of curves	6	3	6	6	4
Maximum Curve	4°	1°	4°	4°	2°
No of Maximum Curves	1	1	1	1	2
Max. Central Angle, 1 Curve	46°±	29°±	59°±	66°±	76°±
Maximum Grade	2.5%	4%	2.5%	2.5%	5.5%
Length Maximum Grade	2500'±	600'±	2500'±	2500'±	3600'±
Total Rise & Fall	305'	400'	310'	305'	540'
Highest Grade Elevation	247'	305'	247'	247'	458'
Grading & Paving	4,430,000	4,276,000	4,173,000	3,548,000	3,317,000
Structures (excl. Interchanges)	385,000	1,200,000	385,000	385,000	250,000
Interchanges	2,225,000	2,145,000	2,225,000	2,225,000	2,150,000
R/W Cost	960,000	870,000	977,000	1,050,000	1,140,000
Total Estimated Cost	$8,000,000	$8,491,000	$7,760,000	$7,208,000	$6,857,000
{Additional cost req'd to complete the Sunset Hwy to 4-lanes from each route terminus easterly to the existing 4-lanes.}	850,000 (3.4 Mi)	850,000 (3.4 Mi)	1650,000 (2.6 Mi.)	175,000 (0.7 Mi)	—
Total Estimated Cost with Sunset Hwy Improved	$8,850,000	$9,341,000	$8,410,000	$7,383,000	$6857,000

** Comparative Length between common termini at Points A & H

* Characteristics shown do not include the Sunset Highway but reflect only the actual proposals

Form E-42—30M

OREGON STATE HIGHWAY DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 1 OF 2 SHEETS

Sunset Highway – Baldock Freeway "
Proposed Cedar Hills Expressway "
Clackamas & Washington Counties "

Route A (AEFGH) Const. Length – 10.8 Mi.

	Item	Unit	Net	Allow	Gross	Unit Cost	Amount
1.	Clearing & Grubbing	All	100%	—	100%	Lump Sum	135,000
2.	Drainage	Mile	10.8	—	10.8	60,000	648,000
3.	General Excavation	Cy	1,750,190	437,810	2,188,000	0.35	765,800
4.	Short Overhaul	Yd sta	5,250,570	1,312,430	6,563,000	0.0075	49,220
5.	Long Overhaul	C-Yd. Sta.	262,528	65,472	328,000	0.35	114,800
6.	Finish Roadbed & Slopes	Mile	10.7	—	10.7	1200.00	12,840
7.	Rounding Cutbanks	Lin. Ft.	68,300	17,100	85,400	0.20	17,080
8.	Class "A" Concrete in Box	Cy	200	50	250	50.00	12,500
9.	Metal Reinforcement in Box	Lb.	31,865	7935	39,800	0.15	5970
10.	Bottom Course Base	Ton	264,942	66,058	331,000	1.35	446850
11.	Leveling Course	Ton	63,932	16,068	80,000	1.50	120,000
12.	Sprinkling	M-Gal	6580	1650	8230	3.00	24,690
13.	Preparation of Base	Mile	10.7	—	10.7	400.00	4,280
14.	Aggregate in Binder	Ton	5286	1314	6600	2.75	18,150
15.	Asphalt in Binder	Ton	620	160	780	44.00	34,320
16.	Asphaltic Concrete Mix	Ton	82,839	21,161	104,000	3.35	348,400
17.	85-100 Asphalt	Ton	4976	1244	6220	36.00	223,920
18.	Aggregate in Shldrs	Ton	5296	1324	6620	2.75	18,210
19.	Penetration Asphalt in Shldrs	Ton	353	87	440	42.00	18,480
20.	Emulsified Asphalt in Shldrs	Ton	107	28	135	44.00	5940
21.	Asph Conc. Traffic Markers	Lin. Ft.	47,900	12,100	60,000	1.00	60000
22.	Metal Guard Rail	Lin. Ft.	20,200	5100	25,300	3.00	75900
23.	Metal Sight Posts	Each	235	65	300	5.00	1500
				Subtotal			3,161,850
	35	10	9	9	9	8	10

Form E-49—30M

OREGON STATE HIGHWAY DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 2 OF 2 SHEETS

Sunset Highway - Baldock Freeway
Proposed Cedar Hills Expressway
Clackamas & Washington Counties

Route A (A-E F G H) Const. Length - 10.84i

Subtotal (from Sheet 1)	3,161,850
Engineering & Contingencies	1,268,150
Est Grading & Paving Cost	4,430,000
Structures (All except interchange)	385,000
Bronson Creek Interchange (Sunset Highway)	375,000
Beaverton Interchange	550,000
Tigard Interchange	550,000
Upper Boones Ferry Rd Interchange (Baldock Freeway)	750,000
Estimated Construction Cost	7,040,000
R/W Cost incl Damages	960,000
Total Estimated Cost	$ 8,000,000

Note: Interchange estimates include structures

Form E-49—30M—

OREGON STATE HIGHWAY DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 1 OF 2 SHEETS

Sunset Highway - Baldock Freeway
Proposed Cedar Hills Expressway
Clackamas & Washington Counties

Route B (A 14) Const. Length 10.8 Miles

	Item	Unit	Net	Allow	Gross	Unit Cost	Amount
1.	Clearing & Grubbing	All	100%	—	100%	Lump Sum	130,000
2.	Drainage	Mile	10.8	—	10.8	60.000	648,000
3.	General Excavation	Cy	1,652,690	413,310	2,066,000	0 35	723,100
4.	Short Overhaul	Yd. Sta.	4,958,070	1,239,930	6,198,000	0 0075	46,490
5.	Long Overhaul	C-Yd Sta	198,320	49,580	247,900	0 35	86,770
6.	Finish Roadbed & Slopes	Mile	10.5	—	10.5	1200 00	12,600
7.	Rounding Cutbanks	Lin. Ft.	50,700	12,680	63,380	0 20	12,680
8.	Class "A" Concrete in Box	Cy	260	65	325	50 00	16,250
9.	Metal Reinforcement in Box	Lb	41,598	10,402	52,000	0 15	7800
10.	Bottom Course Base	Ton	259,990	65,010	325,000	1 35	438,750
11.	Leveling Course	Ton	62,737	15,763	78,500	1 50	117,750
12.	Sprinkling	MGal	6457	1613	8070	3 00	24,210
13.	Preparation of Base	Mile	10.5	—	10.5	400 00	4,200
14.	Aggregate in Binder	Ton	5187	1293	6480	2 75	17820
15.	Asphalt in Binder	Ton	609	151	760	44 00	33440
16.	Asphaltic Concrete Mix	Ton	81,291	20,309	101,600	3 35	340,360
17.	85-100 Asphalt	Ton	4882	1218	6100	36 00	219,600
18.	Aggregate in Shlders	Ton	5197	1303	6500	2 75	17,880
19.	Penetration Asphalt in Shlders	Ton	346	84	430	42 00	18,060
20.	Emulsified Asphalt in Shlders	Ton	105	25	130	44 00	5,720
21.	Asph Core Traffic Markers	Lin. Ft.	47,900	12,000	59,900	1 00	59,900
22.	Metal Guard Rail	Lin. Ft.	19,000	4,800	23,800	3 00	71,400
23.	Metal Sight Posts	Each	238	62	300	5 00	1,500
				Subtotal			3,054,280

Form E-49—30M—

OREGON STATE HIGHWAY DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 2 OF 2 SHEETS

Via Tonquin Realign

Route B (A-H) Const. Length 10,841'

Subtotal (from sheet 1)	3,054,280
Engineer & Contingencies	1,221,720
Est. Grading & Paving Cost	4,276,000
Structures (All except interchange)*	1,200,000
Bronson Creek Interchange (Sunset Highway)	375,000
Tualatin Valley & Farmington Rd. Interchange	620,000
US 99 W Interchange	400,000
Upper Boones Ferry Rd Interchange (Baldock Freeway)	750,000
Estimated Construction Cost	7,621,000
R/W Cost incl. Damages	870,000
Total Estimated Cost	$8,491,000

* Includes 3 Railroad O'Xings

Note Interchange estimate include structures

Form E 10-30M

OREGON STATE HIGHWAY DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 1 OF 2 SHEETS

Sunset Highway - Baldock Freeway
Proposed Cedar Hills Expressway
Clackamas & Washington Counties

Route C (BEFGH) Const. Length - 10.2 Mi.

	Item	Unit	Net	Allow	Gross	Unit Cost	Amount
1.	Clearing & Grubbing	All	100%	—	100%	Lump Sum	125,000
2.	Drainage	Mile	10.2	—	10.2	60,000.00	612,000
3.	General Excavation	Cy	1,688,150	421,850	2,110,000	0.35	738,500
4.	Short Overhaul	Yd. Sta.	5,064,450	1,266,550	6,331,000	0.0075	47,480
5.	Long Overhaul	C-Yd. Sta.	202,578	50,422	253,000	0.35	88,550
6.	Finish Roadbed & Slopes	Mile	10.1	—	10.1	1200.00	12,120
7.	Rounding Cutbanks	Lin. Ft.	64,100	16,000	80,100	0.20	16,020
8.	Class "A" Concrete in Box	Cy	200	50	250	50.00	12,500
9.	Metal Reinforcement in Box	Lb	31,865	7935	39,800	0.15	5970
10.	Bottom Course Base	Ton	250,086	62514	312,600	1.35	422,010
11.	Leveling Course	Ton	60,347	15,083	75,430	1.50	113,150
12.	Sprinkling	M. Gal.	6211	1549	7760	3.00	23,280
13.	Preparation of Base	Mile	10.1	—	10.1	400.00	4,040
14.	Aggregate in Binder	Ton	4989	1251	6240	2.75	17,160
15.	Asphalt in Binder	Ton	586	144	730	44.00	32,120
16.	Asphaltic Concrete Mix	Ton	78,194	19,506	97,700	3.35	327,300
17.	85-100 Asphalt	Ton	4696	1174	5870	36.00	21,320
18.	Aggregate in Shldrs	Ton	5000	1250	6250	2.75	17,190
19.	Penetration Asphalt in Shldrs	Ton	333	87	420	42.00	17,640
20.	Emulsified Asphalt in Shldrs.	Ton	101	24	125	44.00	5,500
21.	Asph Conc. Traffic Markers	Lin Ft.	45,242	11,308	56,550	1.00	56,550
22.	Metal Guard Rail	Lin. Ft.	19,800	4950	24,750	3.00	74,250
23.	Metal Sight Posts	Each	217	53	270	5.00	1350
					Subtotal		2,981,000

Form E-49—30M—

OREGON STATE HIGHWAY DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 2 OF 2 SHEETS

Not part of Estimate

Route C (BEECH) Const. Length - 10.2 Mi.

Subtotal (from sheet 1)	2,981,000
Engineering & Contingencies	1,192,000
Est. Grading & Paving Cost	4,173,000
Structures (All except interchanges)	385,000
Cornell Rd. Interchange (Sunset Highway)	375,000
Beaverton Interchange	550,000
Tigard Interchange	550,000
Upper Boones Ferry Rd. Interchange (Baldock Freeway)	750,000
Estimated Construction Cost	6,783,000
R/W Cost incl. Damages	977,000
Total Estimated Cost	7,760,000

Note: Interchange estimates include structures.

Form E-10-301M

OREGON STATE HIGHWAY DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 1 OF 2 SHEETS

Sunset Highway – Baldock Freeway
Proposed Cedar Hills Expressway
Clackamas & Washington Counties

Route D (CFGH) Const. Length – 8.9 Mi.

	Item	Unit	Net	Allow	Gross	Unit Cost	Amount
1.	Clearing & Grubbing	All	100%	—	100%	Lump Sum	110,000
2.	Drainage	Mile	8.9	—	8.9	60,000	534,000
3.	General Excavation	Cy	1,355,720	339,280	1,695,000	0.35	593,250
4.	Short Overhaul	Yd. Sta.	4,067,160	1,016,840	5,084,000	0.00.75	38,150
5.	Long Overhaul	C.Yd. Sta.	162,686	40714	203,400	0.35	71,190
6.	Finish Roadbed & Slopes	Mile	8.8	-	8.8	1200.00	10,560
7.	Rounding Cut banks	Lin. Ft	50,500	12,500	63,000	0.20	12,600
8.	Class "A" Concrete in Box	Cy	200	50	250	50.00	12,500
9.	Metal Reinforcement in Box	Lb	31,865	7935	39,800	0.15	5980
10.	Bottom Course Base	Ton	217 897	54603	272,500	1.35	367,880
11.	Leveling Course	Ton	52,580	13,120	65,700	1.50	98,550
12.	Sprinkling	M-Gal	5412	1388	6800	3.00	20,400
13.	Preparation of Base	Mile	8.8	—	8.8	400.00	3520
14.	Aggregate in Binder	Ton	4347	1053	5400	2.75	14850
15.	Asphalt in Binder	Ton	510	130	640	44.00	28160
16.	Asphaltic Concrete Mix	Ton	68130	17,070	85200	3.35	285,420
17.	85-100 Asphalt	Ton	4092	1028	5120	36.00	184,320
18.	Aggregate in Shldrs	Ton	4356	1094	5450	2.75	14,990
19.	Penetration Asphalt in shldrs.	Ton	290	70	360	42.00	15,120
20.	Emulsified Asphalt in Shldrs.	Ton	88	22	110	44.00	4840
21.	Asph Conc. Traffic Markers	Lin. Ft.	39472	9868	49340	1.00	49340
22.	Metal Guard Rail	Lin. Ft.	15400	3850	19250	3.00	57,750
23.	Metal Sight Posts	Each	196	54	250	5.00	1250
				Subtotal			2,534,620

Form E-40—30M—

OREGON STATE HIGHWAY DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 2 OF 2 SHEETS

We semi heating

Route D (CFGH) Const. Length - 8.9 Mi.

Subtotal (from Sheet 1)	2,534,620
Engineering & Contingencies	1,014,380
Est. Grading & Paving Cost	3,548,000
Structures (All except interchanges)	385,000
Johnson Creek Interchange (Sunset Highway)	375,000
Beaverton Interchange	550,000
Tigard Interchange	550,000
Upper Boones Ferry Rd Interchange (Baldock Freeway)	750,000
Estimated Construction Cost	6,158,000
R/W Cost incl. Damages	1,050,000
Total Estimated Cost	$ 7,208,000

Note: Interchange estimates include structures

Form 21-45-30M

OREGON STATE HIGHWAY DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 1 OF 2 SHEETS

Sunset Highway - Baldock Freeway
Proposed Cedar Hills Expressway
Clackamas & Washington Counties

Route E (D-G H) Const. Length - 8.1 Mi.

	Item	Unit	Net	Allow	Gross	Unit Cost	Amount
1.	Clearing & Grubbing	All	100%	—	100%	Lump Sum	100,000
2.	Drainage	Mile	8.1	—	8.1	60,000	486,000
3.	General Excavation	Cy	1,323,930	331,070	1,655,000	0 35	579,250
4	Short Overhaul	Yd. Sta	3,971,790	993210	4,965,000	0 0075	37,240
5.	Long Overhaul	C-Yd Sta	158,870	39,730	198,600	0 35	69,510
6.	Finish Roadbed & Slopes	Mile	8.0	—	8.0	1200 00	9600
7.	Rounding Cutbanks	Lin. Ft.	42,900	10,700	53,600	0 20	10720
8.	Class "A" Concrete in Box	Cy	315	75	390	50 00	19500
9.	Metal Reinforcement in Box	Lb	65959	16,541	82,500	0 15	12380
10	Bottom Course Base	Ton	198088	49512	247,600	1 35	334,260
11.	Leveling Course	Ton	47800	12,000	59,800	1 50	89,700
12.	Sprinkling	M-Gal	4920	1230	6150	3 00	18,450
13.	Preparation of Base	Mile	8.0	—	8.0	400 00	3200
14.	Aggregate in Binder	Ton	3952	988	4940	2 75	13,590
15	Asphalt in Binder	Ton	464	116	580	44 00	25,520
16.	Asphaltic Concrete Mix	Ton	61,936	15,464	77400	3 35	259,290
17.	85-100 Asphalt	Ton	3720	930	4650	36 00	167,400
18.	Aggregate in Shldrs	Ton	3960	1040	5000	2 75	13,750
19.	Penetration Asphalt in Shldrs	Ton	264	66	330	42 00	13,860
20.	Emulsified Asphalt in Shldrs.	Ton	80	20	100	44 00	4400
21.	Asph. Conc. Traffic Markers	Lin. Ft.	35,927	8973	44900	1 00	44900
22.	Metal Guard Rail	Lin. Ft.	14,900	3730	18,630	3 00	55890
23.	Metal Sight Posts	Each	176	44	220	5 00	1100
				Subtotal			2,369,510

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 2 OF 2 SHEETS

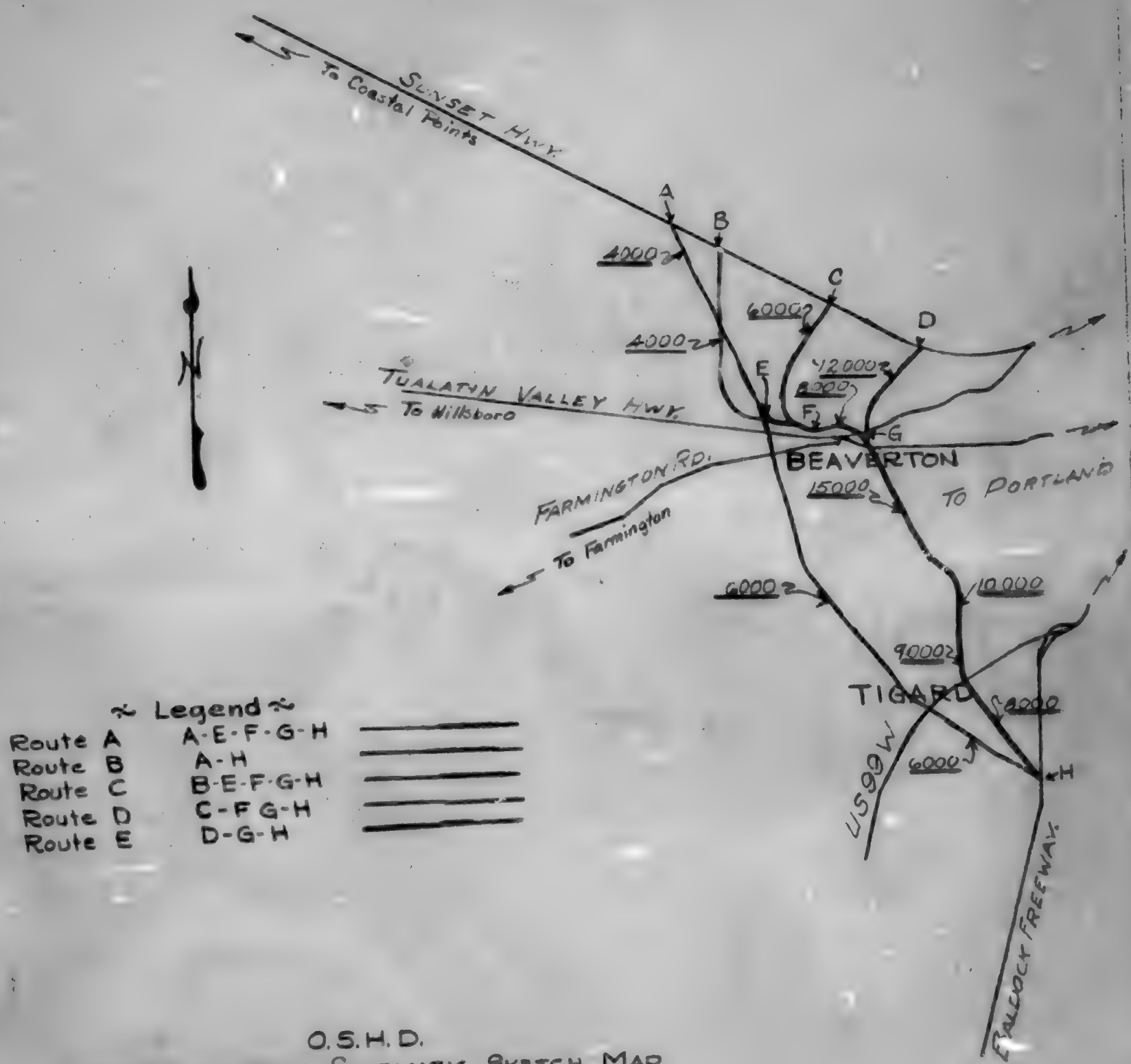
Loop and Leading

Route E (D-Grd)

Const Length. - 8.1 Miles

Subtotal (from Sheet 1)	2,369,510
Engineering & Contingencies	947,490
Est. Grading & Paving Cost	3,317,000
Structures (All except Interchanges)	250,000
Barnes Rd Interchange (Sunset Highway)	300,000
Beaverton Interchange	550,000
Tigard Interchange	550,000
Upper Bonnes Ferry Rd Interchange (Baldock Freeway)	750,000
Estimated Construction Cost	5,717,000
R/W Cost incl. Damages	1,140,000
Total Estimated Cost	6,857,000

Note: Interchange estimates include structures.



≈ Legend ≈

Route A	A-E-F-G-H
Route B	A-H
Route C	B-E-F-G-H
Route D	C-F G-H
Route E	D-G-H

O.S.H.D.
RECONNAISSANCE SCHEMATIC SKETCH MAP
SHOWING
PROJECTED 1975 AVERAGE DAILY TRAFFIC
CEDAR HILLS EXPRESSWAY
MARCH 1959

Co 34
(SW)

FORM E-30X—5CM—4-59—19040

SW-4L-1 (4)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

#4650

Salem, Oregon
March 25, 1959

SUBJECT: Sunset Highway-Baldock Freeway
Proposed Cedar Hills Expressway
Washington and Clackamas Counties

To: Mr. Tom Edwards
Construction Engineer
O f f i c e

In accordance with verbal instructions, a reconnaissance has been made to determine possible routes for the proposed Cedar Hills Expressway between the Sunset Highway in the vicinity of Cedar Hills and the Baldock Freeway in the vicinity of Tualatin. There is no existing facility between these termini other than the network of secondary highways and county roads. For this investigation, 1954 quadrangle maps (1:24000) were used along with aerial photographs taken early this year. A cursory field investigation had also been made.

The proposed Cedar Hills Expressway, according to Technical Report No. 55-5 (Portland Metropolitan Freeway and Expressway System), would ultimately form a part of a westerly circumferential routing of the Portland metropolitan area and at the same time afford certain by-pass characteristics between the Sunset Highway and the Baldock Freeway for Willamette Valley trips destined for Oregon coastal areas. Several routes are possible; these routes, as investigated, are delineated on the attached sketch map.

The field investigation revealed that both residential and industrial expansion is quite rapid through the general area between termini; this is evidenced by the subdividing and the construction now taking place which was not apparent several weeks ago. This rapid growth could have a great effect on right-of-way costs in a short period of time. Selection of a route could also be affected.

A class "A" 4-lane section with a 16-foot median throughout has been assumed and asphaltic concrete traffic markers are used on the median with provision for channelized grade crossings of minor arterial roads. Major arteries having anticipated high traffic volumes are separated with access being gained through interchanges. Surfacing design is assumed as follows: 4 inches asphaltic concrete on 12 inches base including leveling.

Field investigations had also been made by the Cost Section and The Appraisal Section of the Right-of-Way Division from which information

Respectfully,

K B

NOTED
L. H. YOUNG

concerning the various costs was obtained. Interchanges are based on prototype interchange estimates by the Urban Section. The Traffic Division had also been contacted regarding traffic volumes on this expressway and the results of their study is reflected by a small scale schematic sketch attached to this report. Costs to complete the Sunset Highway to 4-lanes from each individual route terminus easterly to the existing 4-lanes are also included; these costs were roughly determined from prototype construction at $250,000 per mile and were not detailed.

Attached are the sketch map and other supporting data.

J. E. Morelock
Asst. Chief Locating Engineer

By
William H. Tebeau

William H. Tebeau
Reconnaissance Designer

WHT:law

Attachments

SUNSET HIGHWAY-BALDOCK FREEWAY
PROPOSED CEDAR HILLS EXPRESSWAY
CLACKAMAS & WASHINGTON COUNTIES

TABLE OF PHYSICAL CHARACTERISTICS*

	Route A	Route B	Route C	Route D	Route E
Length A-H**	10.8	10.8	11.1	11.7	12.4
Length Existing Expressway	-	-	0.9	2.8	4.3
Length New Construction	10.8	10.8	10.2	8.9	8.1
Total Central Angle	185° ±	61° ±	207° ±	234° ±	165° ±
Total No. of Curves	6	3	6	6	4
Maximum Curve	4°	1°	4°	4°	2°
No. of Maximum Curves	1	1	1	1	2
Maximum Central Angle, 1 Curve	46° ±	29° ±	59° ±	66° ±	76° ±
Maximum Grade	2.5%	4%	2.5%	2.5%	5.5%
Length Maximum Grade	2,500' ±	600' ±	2,500' ±	2,500' ±	3,600' ±
Total Rise & Fall	305'	400'	310'	305'	540'
Highest Grade Elevation	247'	305'	247'	247'	458'
Grading & Paving	4,430,000	4,276,000	4,173,000	3,548,000	3,317,000
Structures (excl. Interchanges)	385,000	1,200,000	385,000	385,000	250,000
Interchanges	2,225,000	2,145,000	2,225,000	2,225,000	2,150,000
R/W Cost	960,000	870,000	977,000	1,050,000	1,140,000
Total Estimated Cost	$8,000,000	$8,491,000	$7,760,000	$7,208,000	$6,857,000
(Additional cost req'd. to complete the Sunset Hwy. to 4-lanes from each route terminus easterly to the existing 4 lanes.)	850,000 (3.4 Mi.)	850,000 (3.4 Mi.)	650,000 (2.6 Mi.)	175,000 (0.7 Mi.)	---
Total Estimated Cost With Sunset Hwy. Improved	$8,850,000	$9,341,000	$8,410,000	$7,383,000	$6,857,000

** Comparative length between common termini at Points A and H.
* Characteristics shown do not include the Sunset Highway, but reflect only the actual proposals.

SUNSET HIGHWAY-BALDOCK FREEWAY
PROPOSED CEDAR HILLS EXPRESSWAY
CLACKAMAS & WASHINGTON COUNTIES

Route A (AEFGH) — Construction Length - 10.8 Mi.

	Item	Unit	Net	Allow.	Gross	Unit Cost	Amount
1.	Clearing & Grubbing	All	100%	-	100%	Lump Sum	135,000
2.	Drainage	Mile	10.8	-	10.8	60,000	648,000
3.	General Excavation	Cu. Yd.	1,750,190	437,810	2,188,000	0.35	765,800
4.	Short Overhaul	Yd. Sta.	5,250,570	1,312,430	6,563,000	0.0075	49,220
5.	Long Overhaul	C-Yd. Sta.	262,528	65,472	328,000	0.35	114,800
6.	Finish Roadbed & Slopes	Mile	10.7	-	10.7	1,200.00	12,840
7.	Rounding Cutbanks	Lin. Ft.	68,300	17,100	85,400	0.20	17,080
8.	Class "A" Concrete in Box	Cu. Yd.	200	50	250	50.00	12,500
9.	Metal Reinforcement in Box	Lb.	31,865	7,935	39,800	0.15	5,970
10.	Bottom Course Base	Ton	264,942	66,058	331,000	1.35	446,850
11.	Leveling Course	Ton	63,932	16,068	80,000	1.50	120,000
12.	Sprinkling	M-Gal.	6,580	1,650	8,230	3.00	24,690
13.	Preparation of Base	Mile	10.7	-	10.7	400.00	4,280
14.	Aggregate in Binder	Ton	5,286	1,314	6,600	2.75	18,150
15.	Asphalt in Binder	Ton	620	160	780	44.00	34,320
16.	Asphaltic Concrete Mix	Ton	82,839	21,161	104,000	3.35	348,400
17.	85-100 Asphalt	Ton	4,976	1,244	6,220	36.00	223,920
18.	Aggregate in Shldrs.	Ton	5,296	1,324	6,620	2.75	18,210
19.	Penetration Asphalt in Shldrs.	Ton	353	87	440	42.00	18,480
20.	Emulsified Asphalt in Shldrs.	Ton	107	28	135	44.00	5,940
21.	Asph. Conc. Traffic Markers	Lin. Ft.	47,900	12,100	60,000	1.00	60,000
22.	Metal Guard Rail	Lin. Ft.	20,200	5,100	25,300	3.00	75,900
23.	Metal Sight Posts	Each	235	65	300	5.00	1,500
					Subtotal		3,161,850

SUNSET HIGHWAY-BALDOCK FREEWAY
PROPOSED CEDAR HILLS EXPRESSWAY
CLACKAMAS & WASHINGTON COUNTIES

Route A (AEFGH) — Construction Length - 10.8 Mi.

Subtotal (From Sheet 1)	3,161,850
Engineering & Contingencies	1,268,150
Est. Grading & Paving Cost	4,430,000
Structures (All except interchange)	385,000
Bronson Creek Interchange (Sunset Highway)	375,000
Beaverton Interchange	550,000
Tigard Interchange	550,000
Upper Boones Ferry Rd. Interchange (Baldock Freeway)	750,000
Estimated Construction Cost	7,040,000
R/W Cost, Inc. Damages	960,000
Total Estimated Cost	$8,000,000

Note: Interchange estimates include structures.

SUNSET HIGHWAY-BALDOCK FREEWAY
PROPOSED CEDAR HILLS EXPRESSWAY
CLACKAMAS & WASHINGTON COUNTIES

Route B (AH) — Construction Length - 10.8 Miles

	Item	Unit	Net	Allow.	Gross	Unit Cost	Amount
1.	Clearing & Grubbing	All	100%	-	100%	Lump Sum	130,000
2.	Drainage	Mile	10.8	-	10.8	60,000	648,000
3.	General Excavation	Cu. Yd.	1,652,690	413,310	2,066,000	0.35	723,100
4.	Short Overhaul	Yd. Sta.	4,958,070	1,239,930	6,198,000	0.0075	46,490
5.	Long Overhaul	C-Yd. Sta.	198,320	49,580	247,900	0.35	86,770
6.	Finish Roadbed & Slopes	Mile	10.5	-	10.5	1,200.00	12,600
7.	Rounding Cutbanks	Lin. Ft.	50,700	12,680	63,380	0.20	12,680
8.	Class "A" Concrete in Box	Cu. Yd.	260	65	325	50.00	16,250
9.	Metal Reinforcement in Box	Lb.	41,598	10,402	52,000	0.15	7,800
10.	Bottom Course Base	Ton	259,990	65,010	325,000	1.35	438,750
11.	Leveling Course	Ton	62,737	15,763	78,500	1.50	117,750
12.	Sprinkling	M-Gal.	6,457	1,613	8,070	3.00	24,210
13.	Preparation of Base	Mile	10.5	-	10.5	400.00	4,200
14.	Aggregate in Binder	Ton	5,187	1,293	6,480	2.75	17,820
15.	Asphalt in Binder	Ton	609	151	760	44.00	33,440
16.	Asphaltic Concrete Mix	Ton	81,291	20,309	101,600	3.35	340,360
17.	85-100 Asphalt	Ton	4,882	1,218	6,100	36.00	219,600
18.	Aggregate in Shldrs.	Ton	5,197	1,303	6,500	2.75	17,880
19.	Penetration Asphalt in Shldrs.	Ton	346	84	430	42.00	18,060
20.	Emulsified Asphalt in Shldrs.	Ton	105	25	130	44.00	5,720
21.	Asph. Conc. Traffic Markers	Lin. Ft.	47,900	12,000	59,900	1.00	59,900
22.	Metal Guard Rail	Lin. Ft.	19,000	4,800	23,800	3.00	71,400
23.	Metal Sight Posts	Each	238	62	300	5.00	1,500
					Subtotal		$3,054,280

SUNSET HIGHWAY-BALDOCK FREEWAY
PROPOSED CEDAR HILLS EXPRESSWAY
CLACKAMAS & WASHINGTON COUNTIES

Route B (AH) — Construction Length - 10.8 Miles

Subtotal (From Sheet 1)	3,054,280
Engineering & Contingencies	1,221,720
Est. Grading & Paving Cost	4,276,000
Structures (All except interchange)*	1,200,000
Bronson Creek Interchange (Sunset Highway)	375,000
Tualatin Valley & Farmington Rd. Interchg.	620,000
US 99W Interchange	400,000
Upper Boones Ferry Rd. Interchange (Baldock Freeway)	750,000
Estimated Construction Cost	7,621,000
R/W Cost, Incl. Damage	870,000
Total Estimated Cost	$8,491,000

* Includes 3 Railroad O'Xings.

Note: Interchange estimate includes structures.

SUNSET HIGHWAY-BALDOCK FREEWAY
PROPOSED CEDAR HILLS EXPRESSWAY
CLACKAMAS & WASHINGTON COUNTIES

Route C (BEFGH) — Construction Length - 10.2 Miles

	Item	Unit	Net	Allow.	Gross	Unit Cost	Amount
1.	Clearing & Grubbing	All	100%	-	100%	Lump Sum	125,000
2.	Drainage	Mile	10.2	-	10.2	60,000.00	612,000
3.	General Excavation	Cu. Yd.	1,688,150	421,850	2,110,000	0.35	738,500
4.	Short Overhaul	Yd. Sta.	5,064,450	1,266,550	6,331,000	0.0075	47,480
5.	Long Overhaul	C-Yd. Sta.	202,578	50,422	253,000	0.35	88,550
6.	Finish Roadbed & Slopes	Mile	10.1	-	10.1	1,200.00	12,120
7.	Rounding Cutbanks	Lin. Ft.	64,100	16,000	80,100	0.20	16,020
8.	Class "A" Concrete in Box	Cu. Yd.	200	50	250	50.00	12,500
9.	Metal Reinforcement in Box	Lb.	31,865	7,935	39,800	0.15	5,970
10.	Bottom Course Base	Ton	250,086	62,514	312,600	1.35	422,010
11.	Leveling Course	Ton	60,347	15,083	75,430	1.50	113,150
12.	Sprinkling	M-Gal.	6,211	1,549	7,760	3.00	23,280
13.	Preparation of Base	Mile	10.1	-	10.1	400.00	4,040
14.	Aggregate in Binder	Ton	4,989	1,251	6,240	2.75	17,160
15.	Asphalt in Binder	Ton	586	144	730	44.00	32,120
16.	Asphaltic Concrete Mix	Ton	78,194	19,506	97,700	3.35	327,300
17.	85-100 Asphalt	Ton	4,696	1,174	5,870	36.00	211,320
18.	Aggregate in Shldrs.	Ton	5,000	1,250	6,250	2.75	17,190
19.	Penetration Asphalt in Shldrs.	Ton	333	87	420	42.00	17,640
20.	Emulsified Asphalt in Shldrs.	Ton	101	24	125	44.00	5,500
21.	Asph. Conc. Traffic Markers	Lin. Ft.	45,242	11,308	56,550	1.00	56,550
22.	Metal Guard Rail	Lin. Ft.	19,800	4,950	24,750	3.00	74,250
23.	Metal Sight Posts	Each	217	53	270	5.00	1,350
					Subtotal		$2,981,000

SUNSET HIGHWAY-BALDOCK FREEWAY
PROPOSED CEDAR HILLS EXPRESSWAY
CLACKAMAS & WASHINGTON COUNTIES

Route C (BE/CH) — Construction Length - 10.2 Miles

Subtotal (From Sheet 1)	2,981,000
Engineering & Contingencies	1,192,000
Est. Grading & Paving Cost	4,173,000
Structures (All except interchanges)	385,000
Cornell Rd. Interchange (Sunset Highway)	375,000
Beaverton Interchange	550,000
Tigard Interchange	550,000
Upper Boones Ferry Rd. Interchange (Baldock Freeway)	750,000
Estimated Construction Cost	6,783,000
R/W Cost, Incl. Damages	977,000
Total Estimated Cost	$7,760,000

Note: Interchange estimates include structures.

SUNSET HIGHWAY-BALDOCK FREEWAY
PROPOSED CEDAR HILLS EXPRESSWAY
CLACKAMAS & WASHINGTON COUNTIES

Route D (CFGH) — Construction Length - 8.9 Miles

	Item	Unit	Net	Allow.	Gross	Unit Cost	Amount
1.	Clearing & Grubbing	All	100%	-	100%	Lump Sum	110,000
2.	Drainage	Mile	8.9	-	8.9	60,000	534,000
3.	General Excavation	Cu. Yd.	1,355,720	339,280	1,695,000	0.35	593,250
4.	Short Overhaul	Yd. Sta.	4,067,160	1,016,840	5,084,000	0.0075	38,150
5.	Long Overhaul	C-Yd. Sta.	162,686	40,714	203,400	0.35	71,190
6.	Finish Roadbed & Slopes	Mile	8.8	-	8.8	1,200.00	10,560
7.	Rounding Cutbanks	Lin. Ft.	50,500	12,500	63,000	0.20	12,600
8.	Class "A" Concrete in Box	Cu. Yd.	200	50	250	50.00	12,500
9.	Metal Reinforcement in Box	Lb.	31,865	7,935	39,800	0.15	5,980
10.	Bottom Course Base	Ton	217,897	54,603	272,500	1.35	367,880
11.	Leveling Course	Ton	52,580	13,120	65,700	1.50	98,550
12.	Sprinkling	M-Gal.	5,412	1,388	6,800	3.00	20,400
13.	Preparation of Base	Mile	8.8	-	8.8	400.00	3,520
14.	Aggregate in Binder	Ton	4,347	1,053	5,400	2.75	14,850
15.	Asphalt in Binder	Ton	510	130	640	44.00	28,160
16.	Asphaltic Concrete Mix	Ton	68,130	17,070	85,200	3.35	285,420
17.	85-100 Asphalt	Ton	4,092	1,028	5,120	36.00	184,320
18.	Aggregate in Shldrs.	Ton	4,356	1,094	5,450	2.75	14,990
19.	Penetration Asphalt in Shldrs.	Ton	290	70	360	42.00	15,120
20.	Emulsified Asphalt in Shldrs.	Ton	88	22	110	44.00	4,840
21.	Asph. Conc. Traffic Markers	Lin. Ft.	39,472	9,868	49,340	1.00	49,340
22.	Metal Guard Rail	Lin. Ft.	15,400	3,850	19,250	3.00	57,750
23.	Metal Sight Posts	Each	196	54	250	5.00	1,250
					Subtotal		$2,534,620

SUNSET HIGHWAY-BALDOCK FREEWAY
PROPOSED CEDAR HILLS EXPRESSWAY
CLACKAMAS & WASHINGTON COUNTIES

Route D (CFGH)

Construction Length - 8.9 Miles

Subtotal (From Sheet 1)	2,534,620
Engineering & Contingencies	1,014,380
Est. Grading & Paving Cost	3,548,000
Structures (All except interchanges)	385,000
Johnson Creek Interchange (Sunset Highway)	375,000
Beaverton Interchange	550,000
Tigard Interchange	550,000
Upper Boones Ferry Rd. Interchange (Baldock Freeway)	750,000
Estimated Construction Cost	6,158,000
R/W Cost, Incl. Damages	1,050,000
Total Estimated Cost	$7,208,000

Note: Interchange estimates include structures.

SUNSET HIGHWAY-BALDOCK FREEWAY
PROPOSED CEDAR HILLS EXPRESSWAY
CLACKAMAS & WASHINGTON COUNTIES

Route E (B-CH) — Construction Length - 8.1 Miles

	Item	Unit	Net	Allow.	Gross	Unit Cost	Amount
1.	Clearing & Grubbing	All	100%	-	100%	Lump Sum	100,000
2.	Drainage	Mile	8.1	-	8.1	60,000	486,000
3.	General Excavation	Cu. Yd.	1,323,930	331,070	1,655,000	0.35	579,250
4.	Short Overhaul	Yd. Sta.	3,971,790	993,210	4,965,000	0.0075	37,240
5.	Long Overhaul	C-Yd. Sta.	158,870	39,730	198,600	0.35	69,510
6.	Finish Roadbed & Slopes	Mile	8.0	-	8.0	1,200.00	9,600
7.	Rounding Cutbanks	Lin. Ft.	42,900	10,700	53,600	0.20	10,720
8.	Class "A" Concrete in Box	Cu. Yd.	315	75	390	50.00	19,500
9.	Metal Reinforcement in Box	Lb.	65,959	16,541	82,500	0.15	12,380
10.	Bottom Course Base	Ton	198,088	49,512	247,600	1.35	334,260
11.	Leveling Course	Ton	47,800	12,000	59,800	1.50	89,700
12.	Sprinkling	M-Gal.	4,920	1,230	6,150	3.00	18,450
13.	Preparation of Base	Mile	8.0	-	8.0	400.00	3,200
14.	Aggregate in Binder	Ton	3,952	988	4,940	2.75	13,590
15.	Asphalt in Binder	Ton	464	116	580	44.00	25,520
16.	Asphaltic Concrete Mix.	Ton	61,936	15,464	77,400	3.35	259,290
17.	85-100 Asphalt	Ton	3,720	930	4,650	36.00	167,400
18.	Aggregate in Shldrs.	Ton	3,960	1,040	5,000	2.75	13,750
19.	Penetration asphalt in Shldrs.	Ton	264	66	330	42.00	13,860
20.	Emulsified Asphalt in Shldrs.	Ton	80	20	100	44.00	4,400
21.	Asph. Conc. Traffic Markers	Lin. Ft.	35,927	8,973	44,900	1.00	44,900
22.	Metal Guard Rail	Lin. Ft.	14,900	3,730	18,630	3.00	55,890
23.	Metal Sight Posts	Each	176	44	220	5.00	1,100
					Subtotal		$2,369,510

SUNSET HIGHWAY-BALDOCK FREEWAY
PROPOSED CEDAR HILLS EXPRESSWAY
CLACKAMAS & WASHINGTON COUNTIES

Route E (D-CH) — Construction Length - 8.1 Miles

Subtotal (From Sheet 1)	2,369,510
Engineering & Contingencies	947,490
Est. Grading & Paving Cost	3,317,000
Structures (All except interchanges)	250,000
Barnes Rd. Interchange (Sunset Highway)	300,000
Beaverton Interchange	550,000
Tigard Interchange	550,000
Upper Boones Ferry Rd. Interchange (Baldock Freeway)	750,000
Estimated Construction Cost	5,717,000
R/W Cost Incl. Damages	1,140,000
Total Estimated Cost	$6,857,000

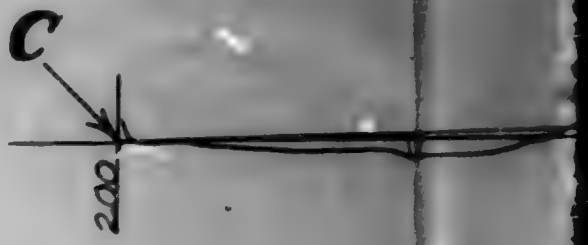
Note: Interchange estimates include structures.

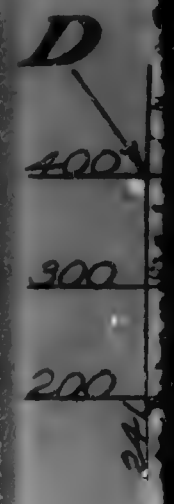
R-100

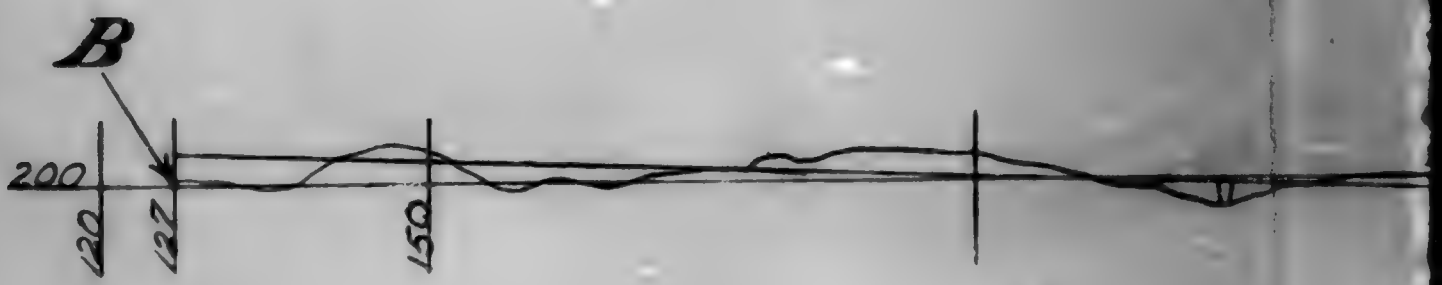
OREGON STATE HIGHWAY DEPT.
RECONNAISSANCE SKETCH MAP
SHOWING PROFILES OF
POSSIBLE ROUTES
CEDAR HILLS EXPRESSWAY
BALDOCK FREEWAY TO SUNSET HIGHWAY
SCALE 1" = 2000'-200'
MARCH 1959

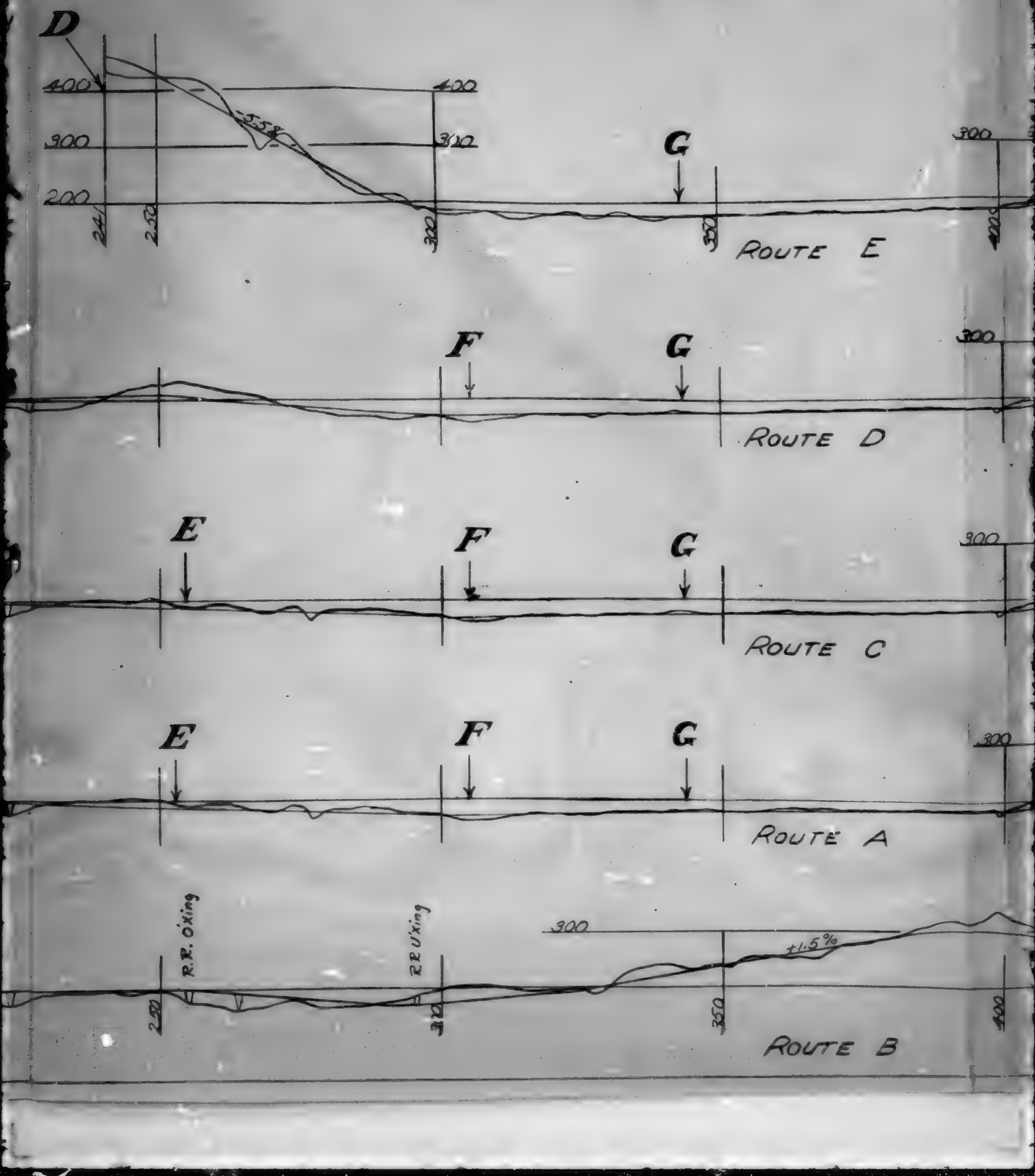
TYPICAL SECTION

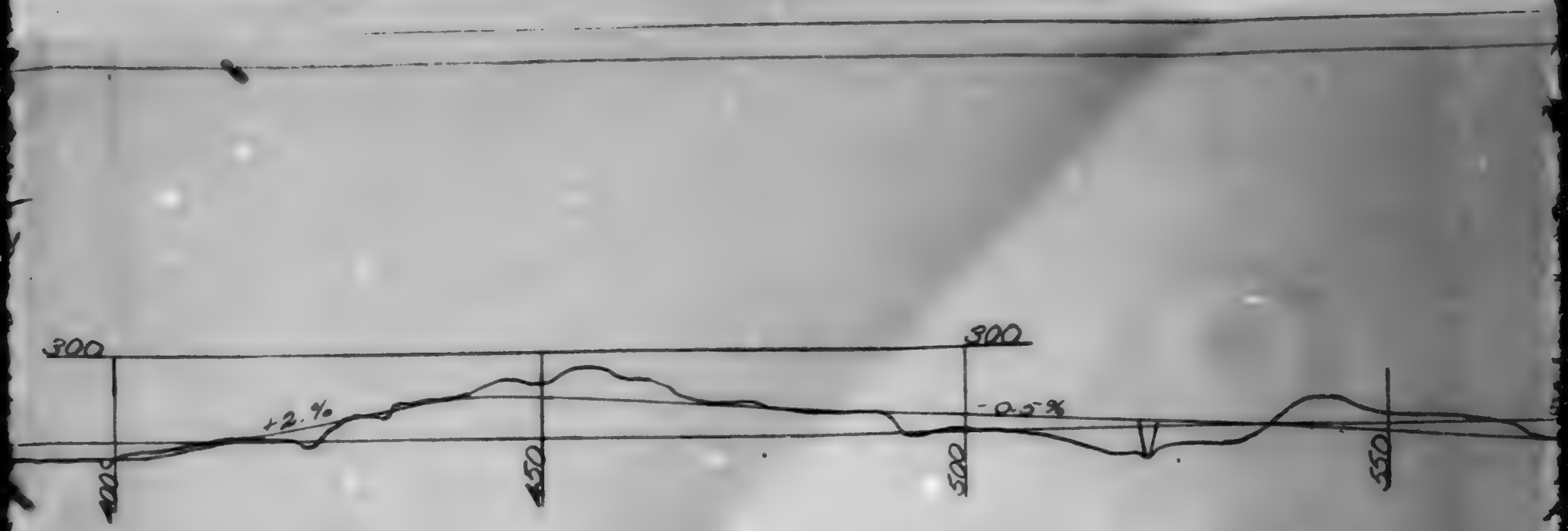
4" Asph. Conc.
2" Leveling
10" Bottom Course Base

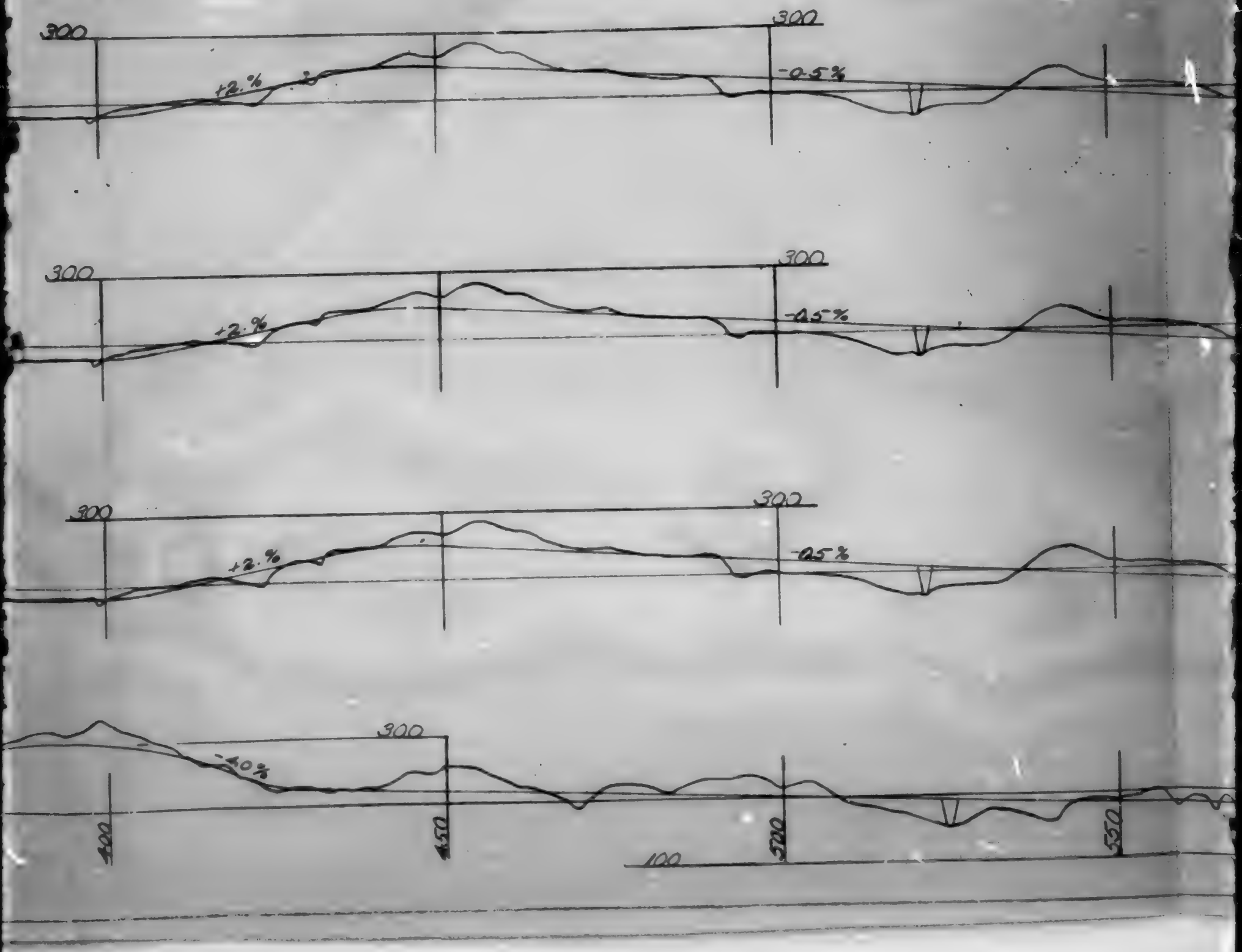







D
400
300
200
-5.5%
400
300
G
300
241
258
300
350
400
ROUTE E
F
G
300
ROUTE D
E
F
G
300
ROUTE C
E
F
G
300
ROUTE A
R.R. Oxing
R.R. Oxing
300
+1.5%
250
310
350
400
ROUTE B


300
300
+2.%
-0.5%
400
450
500
550


300
300
+2.%
-0.5%
300
300
+2.%
-0.5%
300
300
+2.%
-0.5%
300
-4.0%
400
450
100
500
550

H

200

+2.5%

650

600

550

200

+2.5%

600

550

200

+2.5%

600

550

200

+2.5%

600

550

220

100

650

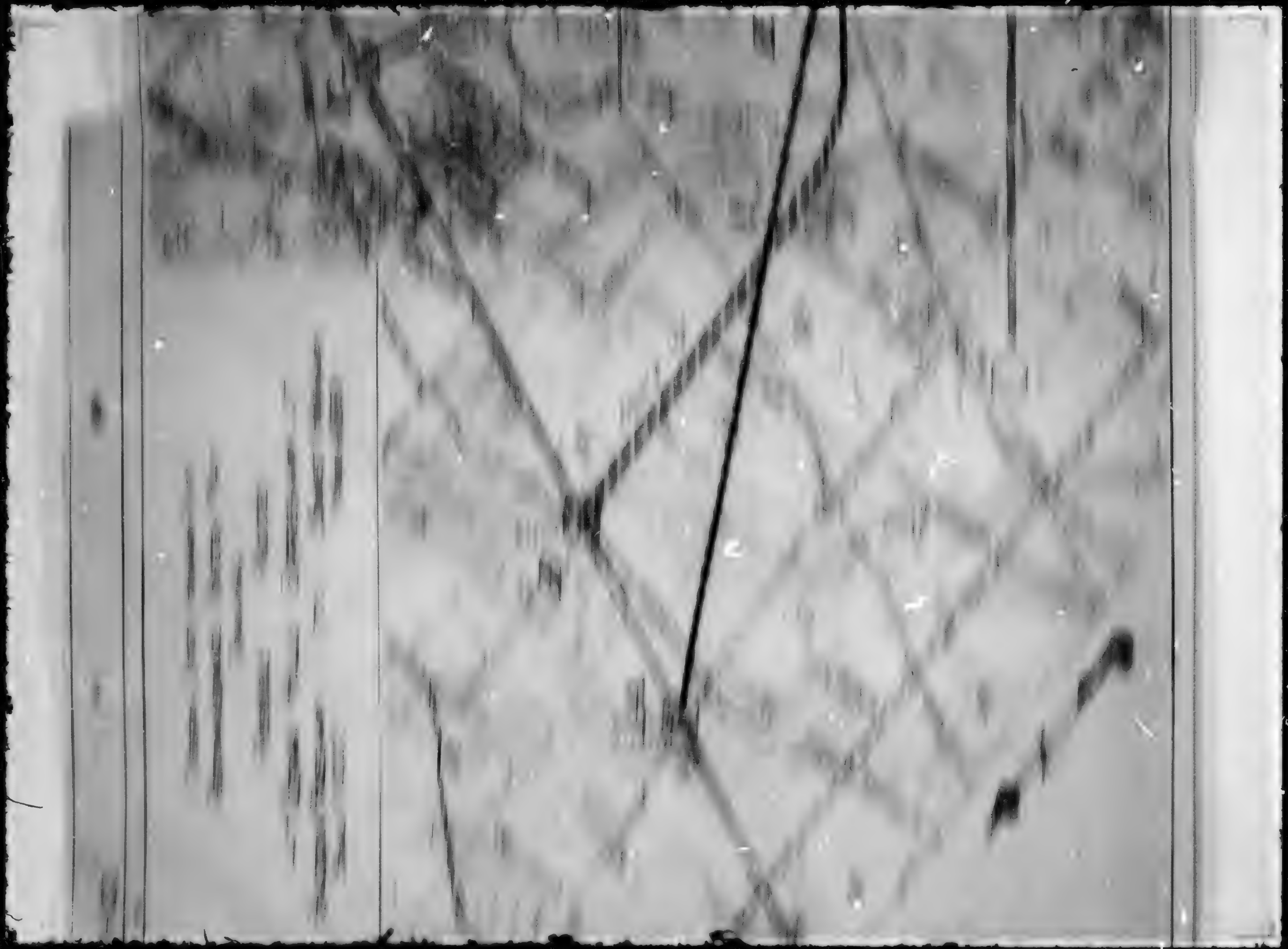
RL oking

RR oking

+1.5%

600

550

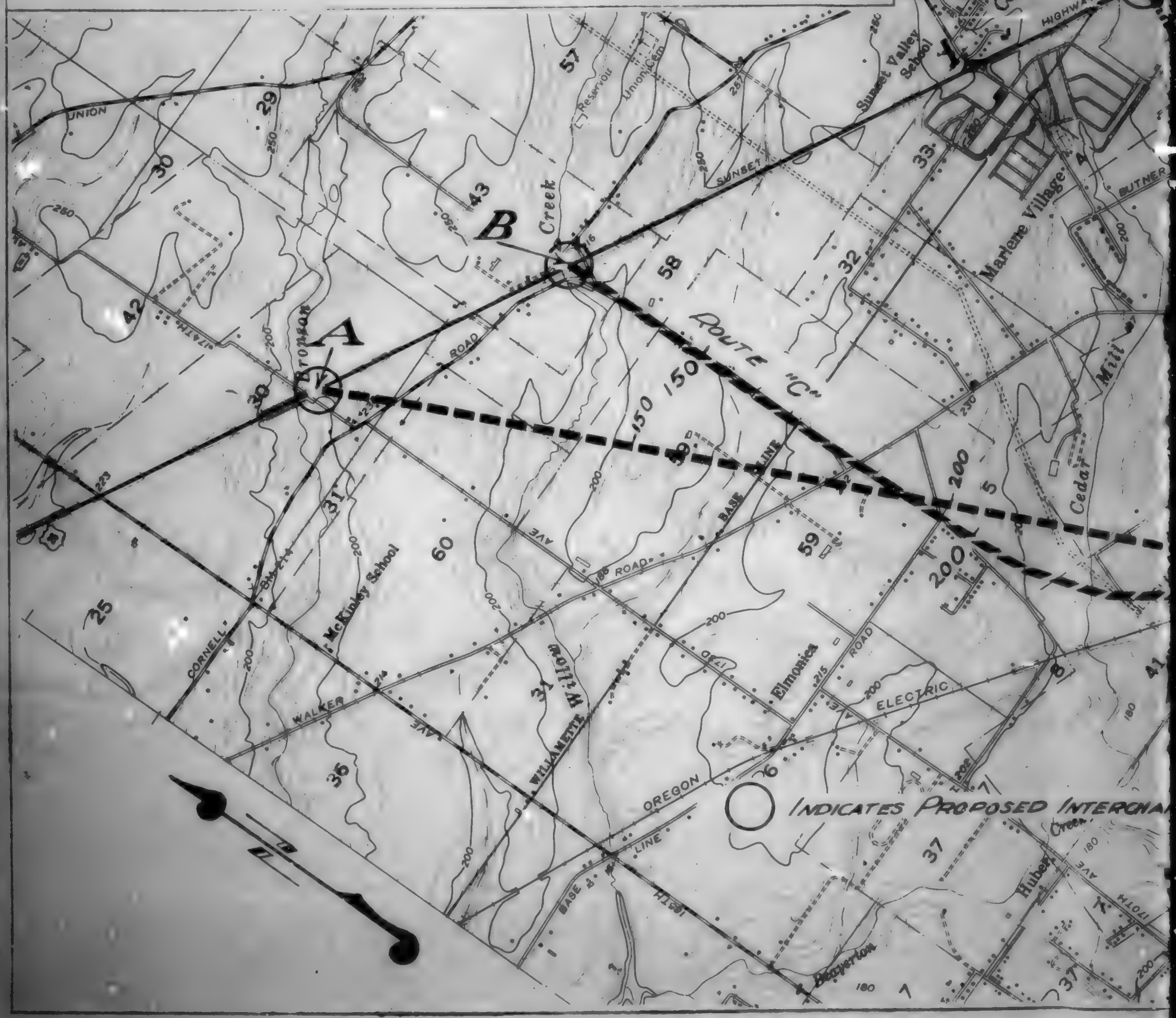


R-100

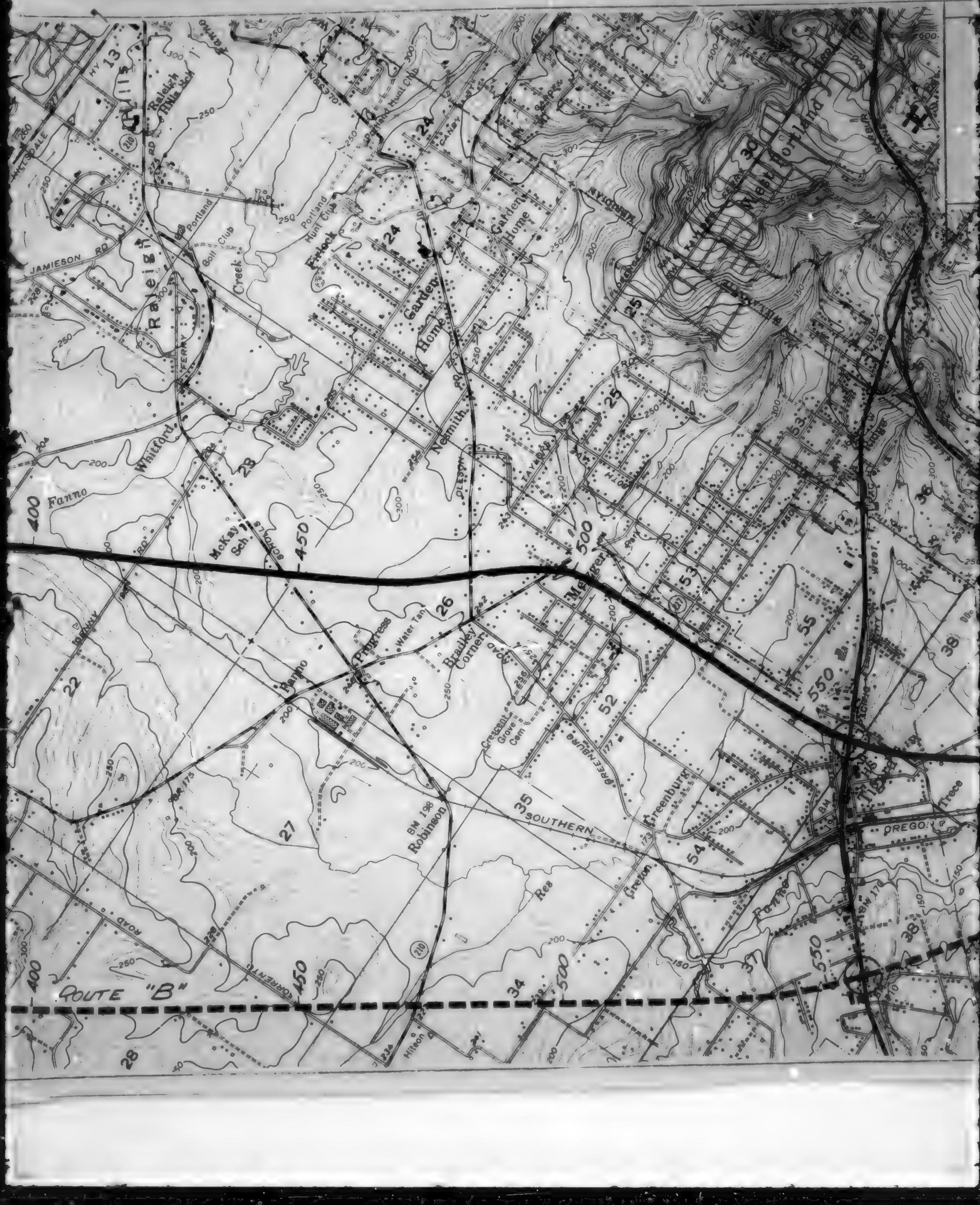
OREGON STATE HIGHWAY DEPT
RECONNAISSANCE SKETCH MAP
SHOWING
POSSIBLE ROUTES
CEDAR HILLS EXPRESSWAY
BALDOCK FREEWAY TO SUNSET HIGHWAY

SCALE 1" = 2000'

MARCH 1959



D
C
E
ROUTE "E"
ROUTE "A"
Cedar Hills
Cedar Hills Blvd
Jenkins Road
Butner Road
Walker Road
Barnes Road
Beaverton Hillsdale Hwy
Jamieson Rd
Farmington Road
Beaverton Valley Hwy
Oregon Street
Cedar Mill Creek
Fanno Creek
Golf Creek
Bernard Airport
Merle High Sch
Mason Sch
Burner Sch
Beaverton
Hyber
Tualatin
St. Mary's Home for Boys
INTERCHANGES
BOUNDARY
PACIFIC
ELECTRIC
BM 315
BM 189
BM 182
BM 193
250
300
350
400


Raleigh
Portland
Garden Home
West Portland Park
Whitford
Fanno
Creek
Portland Golf Club
Portland Hunt Club
Progress
Bradley Corners
Bonnie Brae
Greenburg
Robinson
Nemith
Taylors Ferry
Jamieson Rd
Pleasant Home Rd
Oleson Rd
Capitol Highway
Scholls Ferry Road
Barnes Road
Multnomah
Terwilliger Blvd
Southern Pacific R.R.
Crescent Grove Cem.
McKay Sch.
Water Tank
Hilton
Greton
Terrace
BM 198
BM 175
BM 177
ROUTE "B"

ROUTE SYMBOLS

A-E-F-G-H	ROUTE A
A - H	ROUTE B
B-E-F-G-H	ROUTE C
C-F-G-H	ROUTE D
J-G-H	ROUTE E

Portland
Lake Grove
Lake O
Tigard
Fosberg Landing Field
Amart Farm
Tualatin
Pacific Electric
Oregon
Creek
Boones Ferry Road
Lake Forest Blvd
Washington Court
Firwood Rd
Leary Rd
Upper Boones Ferry Rd
Meadows
Fairview Lake
Good Hope Rd
Jean
Terrace
Gage
Varnes
Hunziker
Mcdonald
Tyler Rd
Park
Grave Pl
Fire Sta
Bm 164
Bm 193
Bm 170
Bm 110
Bm 192
Bm 194
Bm 190
Bm 196
Bm 198
Bm 199
Bm 200
Bm 201
Bm 202
Bm 203
Bm 204
Bm 205
Bm 206
Bm 207
Bm 208
Bm 209
Bm 210
Bm 211
Bm 212
Bm 213
Bm 214
Bm 215
Bm 216
Bm 217
Bm 218
Bm 219
Bm 220
Bm 221
Bm 222
Bm 223
Bm 224
Bm 225
Bm 226
Bm 227
Bm 228
Bm 229
Bm 230
Bm 231
Bm 232
Bm 233
Bm 234
Bm 235
Bm 236
Bm 237
Bm 238
Bm 239
Bm 240
Bm 241
Bm 242
Bm 243
Bm 244
Bm 245
Bm 246
Bm 247
Bm 248
Bm 249
Bm 250
Bm 251
Bm 252
Bm 253
Bm 254
Bm 255
Bm 256
Bm 257
Bm 258
Bm 259
Bm 260
Bm 261
Bm 262
Bm 263
Bm 264
Bm 265
Bm 266
Bm 267
Bm 268
Bm 269
Bm 270
Bm 271
Bm 272
Bm 273
Bm 274
Bm 275
Bm 276
Bm 277
Bm 278
Bm 279
Bm 280
Bm 281
Bm 282
Bm 283
Bm 284
Bm 285
Bm 286
Bm 287
Bm 288
Bm 289
Bm 290
Bm 291
Bm 292
Bm 293
Bm 294
Bm 295
Bm 296
Bm 297
Bm 298
Bm 299
Bm 300
Bm 301
Bm 302
Bm 303
Bm 304
Bm 305
Bm 306
Bm 307
Bm 308
Bm 309
Bm 310
Bm 311
Bm 312
Bm 313
Bm 314
Bm 315
Bm 316
Bm 317
Bm 318
Bm 319
Bm 320
Bm 321
Bm 322
Bm 323
Bm 324
Bm 325
Bm 326
Bm 327
Bm 328
Bm 329
Bm 330
Bm 331
Bm 332
Bm 333
Bm 334
Bm 335
Bm 336
Bm 337
Bm 338
Bm 339
Bm 340
Bm 341
Bm 342
Bm 343
Bm 344
Bm 345
Bm 346
Bm 347
Bm 348
Bm 349
Bm 350
Bm 351
Bm 352
Bm 353
Bm 354
Bm 355
Bm 356
Bm 357
Bm 358
Bm 359
Bm 360
Bm 361
Bm 362
Bm 363
Bm 364
Bm 365
Bm 366
Bm 367
Bm 368
Bm 369
Bm 370
Bm 371
Bm 372
Bm 373
Bm 374
Bm 375
Bm 376
Bm 377
Bm 378
Bm 379
Bm 380
Bm 381
Bm 382
Bm 383
Bm 384
Bm 385
Bm 386
Bm 387
Bm 388
Bm 389
Bm 390
Bm 391
Bm 392
Bm 393
Bm 394
Bm 395
Bm 396
Bm 397
Bm 398
Bm 399
Bm 400
Bm 401
Bm 402
Bm 403
Bm 404
Bm 405
Bm 406
Bm 407
Bm 408
Bm 409
Bm 410
Bm 411
Bm 412
Bm 413
Bm 414
Bm 415
Bm 416
Bm 417
Bm 418
Bm 419
Bm 420
Bm 421
Bm 422
Bm 423
Bm 424
Bm 425
Bm 426
Bm 427
Bm 428
Bm 429
Bm 430
Bm 431
Bm 432
Bm 433
Bm 434
Bm 435
Bm 436
Bm 437
Bm 438
Bm 439
Bm 440
Bm 441
Bm 442
Bm 443
Bm 444
Bm 445
Bm 446
Bm 447
Bm 448
Bm 449
Bm 450
Bm 451
Bm 452
Bm 453
Bm 454
Bm 455
Bm 456
Bm 457
Bm 458
Bm 459
Bm 460
Bm 461
Bm 462
Bm 463
Bm 464
Bm 465
Bm 466
Bm 467
Bm 468
Bm 469
Bm 470
Bm 471
Bm 472
Bm 473
Bm 474
Bm 475
Bm 476
Bm 477
Bm 478
Bm 479
Bm 480
Bm 481
Bm 482
Bm 483
Bm 484
Bm 485
Bm 486
Bm 487
Bm 488
Bm 489
Bm 490
Bm 491
Bm 492
Bm 493
Bm 494
Bm 495
Bm 496
Bm 497
Bm 498
Bm 499
Bm 500
Bm 501
Bm 502
Bm 503
Bm 504
Bm 505
Bm 506
Bm 507
Bm 508
Bm 509
Bm 510
Bm 511
Bm 512
Bm 513
Bm 514
Bm 515
Bm 516
Bm 517
Bm 518
Bm 519
Bm 520
Bm 521
Bm 522
Bm 523
Bm 524
Bm 525
Bm 526
Bm 527
Bm 528
Bm 529
Bm 530
Bm 531
Bm 532
Bm 533
Bm 534
Bm 535
Bm 536
Bm 537
Bm 538
Bm 539
Bm 540
Bm 541
Bm 542
Bm 543
Bm 544
Bm 545
Bm 546
Bm 547
Bm 548
Bm 549
Bm 550
Bm 551
Bm 552
Bm 553
Bm 554
Bm 555
Bm 556
Bm 557
Bm 558
Bm 559
Bm 560
Bm 561
Bm 562
Bm 563
Bm 564
Bm 565
Bm 566
Bm 567
Bm 568
Bm 569
Bm 570
Bm 571
Bm 572
Bm 573
Bm 574
Bm 575
Bm 576
Bm 577
Bm 578
Bm 579
Bm 580
Bm 581
Bm 582
Bm 583
Bm 584
Bm 585
Bm 586
Bm 587
Bm 588
Bm 589
Bm 590
Bm 591
Bm 592
Bm 593
Bm 594
Bm 595
Bm 596
Bm 597
Bm 598
Bm 599
Bm 600
Bm 601
Bm 602
Bm 603
Bm 604
Bm 605
Bm 606
Bm 607
Bm 608
Bm 609
Bm 610
Bm 611
Bm 612
Bm 613
Bm 614
Bm 615
Bm 616
Bm 617
Bm 618
Bm 619
Bm 620
Bm 621
Bm 622
Bm 623
Bm 624
Bm 625
Bm 626
Bm 627
Bm 628
Bm 629
Bm 630
Bm 631
Bm 632
Bm 633
Bm 634
Bm 635
Bm 636
Bm 637
Bm 638
Bm 639
Bm 640
Bm 641
Bm 642
Bm 643
Bm 644
Bm 645
Bm 646
Bm 647
Bm 648
Bm 649
Bm 650
Bm 651
Bm 652
Bm 653
Bm 654
Bm 655
Bm 656
Bm 657
Bm 658
Bm 659
Bm 660
Bm 661
Bm 662
Bm 663
Bm 664
Bm 665
Bm 666
Bm 667
Bm 668
Bm 669
Bm 670
Bm 671
Bm 672
Bm 673
Bm 674
Bm 675
Bm 676
Bm 677
Bm 678
Bm 679
Bm 680
Bm 681
Bm 682
Bm 683
Bm 684
Bm 685
Bm 686
Bm 687
Bm 688
Bm 689
Bm 690
Bm 691
Bm 692
Bm 693
Bm 694
Bm 695
Bm 696
Bm 697
Bm 698
Bm 699
Bm 700
Bm 701
Bm 702
Bm 703
Bm 704
Bm 705
Bm 706
Bm 707
Bm 708
Bm 709
Bm 710
Bm 711
Bm 712
Bm 713
Bm 714
Bm 715
Bm 716
Bm 717
Bm 718
Bm 719
Bm 720
Bm 721
Bm 722
Bm 723
Bm 724
Bm 725
Bm 726
Bm 727
Bm 728
Bm 729
Bm 730
Bm 731
Bm 732
Bm 733
Bm 734
Bm 735
Bm 736
Bm 737
Bm 738
Bm 739
Bm 740
Bm 741
Bm 742
Bm 743
Bm 744
Bm 745
Bm 746
Bm 747
Bm 748
Bm 749
Bm 750
Bm 751
Bm 752
Bm 753
Bm 754
Bm 755
Bm 756
Bm 757
Bm 758
Bm 759
Bm 760
Bm 761
Bm 762
Bm 763
Bm 764
Bm 765
Bm 766
Bm 767
Bm 768
Bm 769
Bm 770
Bm 771
Bm 772
Bm 773
Bm 774
Bm 775
Bm 776
Bm 777
Bm 778
Bm 779
Bm 780
Bm 781
Bm 782
Bm 783
Bm 784
Bm 785
Bm 786
Bm 787
Bm 788
Bm 789
Bm 790
Bm 791
Bm 792
Bm 793
Bm 794
Bm 795
Bm 796
Bm 797
Bm 798
Bm 799
Bm 800
Bm 801
Bm 802
Bm 803
Bm 804
Bm 805
Bm 806
Bm 807
Bm 808
Bm 809
Bm 810
Bm 811
Bm 812
Bm 813
Bm 814
Bm 815
Bm 816
Bm 817
Bm 818
Bm 819
Bm 820
Bm 821
Bm 822
Bm 823
Bm 824
Bm 825
Bm 826
Bm 827
Bm 828
Bm 829
Bm 830
Bm 831
Bm 832
Bm 833
Bm 834
Bm 835
Bm 836
Bm 837
Bm 838
Bm 839
Bm 840
Bm 841
Bm 842
Bm 843
Bm 844
Bm 845
Bm 846
Bm 847
Bm 848
Bm 849
Bm 850
Bm 851
Bm 852
Bm 853
Bm 854
Bm 855
Bm 856
Bm 857
Bm 858
Bm 859
Bm 860
Bm 861
Bm 862
Bm 863
Bm 864
Bm 865
Bm 866
Bm 867
Bm 868
Bm 869
Bm 870
Bm 871
Bm 872
Bm 873
Bm 874
Bm 875
Bm 876
Bm 877
Bm 878
Bm 879
Bm 880
Bm 881
Bm 882
Bm 883
Bm 884
Bm 885
Bm 886
Bm 887
Bm 888
Bm 889
Bm 890
Bm 891
Bm 892
Bm 893
Bm 894
Bm 895
Bm 896
Bm 897
Bm 898
Bm 899
Bm 900
Bm 901
Bm 902
Bm 903
Bm 904
Bm 905
Bm 906
Bm 907
Bm 908
Bm 909
Bm 910
Bm 911
Bm 912
Bm 913
Bm 914
Bm 915
Bm 916
Bm 917
Bm 918
Bm 919
Bm 920
Bm 921
Bm 922
Bm 923
Bm 924
Bm 925
Bm 926
Bm 927
Bm 928
Bm 929
Bm 930
Bm 931
Bm 932
Bm 933
Bm 934
Bm 935
Bm 936
Bm 937
Bm 938
Bm 939
Bm 940
Bm 941
Bm 942
Bm 943
Bm 944
Bm 945
Bm 946
Bm 947
Bm 948
Bm 949
Bm 950
Bm 951
Bm 952
Bm 953
Bm 954
Bm 955
Bm 956
Bm 957
Bm 958
Bm 959
Bm 960
Bm 961
Bm 962
Bm 963
Bm 964
Bm 965
Bm 966
Bm 967
Bm 968
Bm 969
Bm 970
Bm 971
Bm 972
Bm 973
Bm 974
Bm 975
Bm 976
Bm 977
Bm 978
Bm 979
Bm 980
Bm 981
Bm 982
Bm 983
Bm 984
Bm 985
Bm 986
Bm 987
Bm 988
Bm 989
Bm 990
Bm 991
Bm 992
Bm 993
Bm 994
Bm 995
Bm 996
Bm 997
Bm 998
Bm 999
Bm 1000

RECEIVED
FEB [illegible] 1959
FOR FILING

REFERRED TO
Coop
By State Highway Engineer
Cross Referenced To:
Adm
Petitions
Loans Co.

Sawyer's inc.
VIEW-MASTER
BOX 490 PORTLAND 7
CABLE ADDRESS SAWYERS

SU-4610(4)
6650

February 11, 1959

State Of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams,
State Highway Engineer

Gentlemen:

This is probably quite a bit premature, since plans for an access road connecting Sunset Highway and Baldock freeway are just now being studied, but we would like to present some recommendations for your consideration should your decisions affect Highway 217 between Beaverton and Tigard.

If Highway 217 is chosen as the access route;

1. Traffic Signals.

A traffic signal would probably be installed at the intersection of State Highway number 217 and number 210 at Progress. This signal would probably stay "green" for Highway 217 traffic until traffic on Highway 210 crosses a surface trip, after which the signal would return again to "green" for the Highway 217 traffic. We ask, if this plan would be put into effect, that a similar signal be installed at the exit gate of our grounds, some 600 feet westerly from Progress.

2. Left turn lane.

If widening of Highway 217 would probably become necessary as part of this action, please consider the possibility of creating a left turn lane in front of our plant. This would help to reduce or eliminate the rear-end collisions and near misses that constantly occur here as our employees and visitors slow for the turn while intermixed with higher speed through-traffic.

3. Underpass

There have been several reports of collisions and near misses at the railroad crossing in front of our plant since our move here in 1951.

NOTED
FORREST COOPER

The most recent, involving our people, was in spring of 1958 when one of our employees stopped at the crossing signal which gave warning of an oncoming train. Another motorist who "did not see the car ahead, the red light, or the train" and "did not hear the train warning horn blasts or hear the crossing bell" rear-ended our employee's car and boosted it astraddle the tracks. Fortunately he was able to drive the car clear of the tracks just as the train reached the crossing.

Since the highway grade line and ground contour at this point seem to provide adequate clearance, and the earth to be removed could be used nearby as fill dirt, a highway underpass seems to be quite in order.

4. Right-of-Way

If widening of Highway 217 is necessary as part of any planning, more than the approximately 17 feet of shoulder and right-of-way now here will be required. Victims of this increase in right-of-way width would be our front fence line and entry gate, the sunken valve boxes on our 6" fire sprinkler main and 4" domestic water main, as well as the natural gas line shut-off valve. Since the moving of these items will require some extensive planning beforehand on our part, we would like to have as much advance notice as possible.

It is quite probable that all of the foregoing topics have been under discusion by your department in the past, and that you have already made the decisions relating to these topics, but we feel that it is right for us to present these recommendations and leave them up to your department to pass judgment on their worth and feasibility.

Cordially yours,

SAWYER'S INC.

Duane Meyer

D. Meyer, Supervisor
Plant Services Dept.

DM/jvd

RECEIVED
FEB 13 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 10 1959
FOR FILING

Cross Referenced To:
Adm
Petition
Wash Co.

SU-4466(4)
6650

Salem, Oregon
February 6, 1959

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

To: Mr. Tom Edwards
OFFICE

SUBJECT: Walker Road-Beaverton Section
FAS 838, Washington County

The subject named county FAS project which was approved by the Highway Commission on May 8, 1958, has been lying idle pending a decision by the Highway Commission on a petition by Washington County and the city of Beaverton asking that the State take this route over as a north-south connector between the Sunset and Tualatin Highways.

The county was recently advised that this route was definitely not being considered for such a north-south connector although the department was making a study of other possible routings.

As a result the county has asked that we proceed with the Walker Road-Beaverton county FAS project so that it can be constructed during the 1959 construction season.

The county has requested one revision in the project as originally proposed. This revision would be the elimination of the left-turn hideout at Jenkins Road. Apparently right-of-way acquisition for this hideout would be beyond the county's financial ability. In addition traffic to and from the Textronics Plant on Jenkins Road would be of such a peak hour volume that cars would stack up and extend into the traveled lanes. The county states that Textronics has plans for providing other means of access to its plant. In the interim deputy sheriffs (paid by Textronics) handle traffic at this intersection during peak hours.

The between curbs width of 48' would remain as originally approved.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: G. S. Paxson

RECEIVED
FEB - 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 4 1959
FOR FILING

C.C.-466 (4)

6650

Cross Referenced To:
Adm
Petitions
Wash. Co.

January 30, 1959

Washington County Court
Court House
Hillsboro, Oregon

1065

Gentlemen:

Reference is made to Commissioner Nyberg's telephone call to Mr. J. F. Hagemann of our County and City Relations Division concerning the status of our investigation of a connecting route between the Tualatin Valley Highway and the Sunset Highway.

As I advised you under date of December 22, we are studying this matter but it will be some time before we can make a complete report to the Highway Commission. It does appear, however, that any connection between these two highways would not use the Cedar Street and Cedar Hills Boulevard route, nor would it be close enough to this route so that it would have any effect upon your decision as to the improvement under the proposed county FAS project.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP:gm:ac

cc to: Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. C. G. Swenson

FORM E-30 25M 8-61 62315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1959

SUBJECT: Cedar Street
FAS 838, Washington County

To: Mr. G. S. Paxson
O F F I C E

I recently had a 'phone call from Mr. Clayton Nyberg, Washington County Commissioner, regarding the status of the request, made to the Highway Commission December 12, 1958, by a delegation from Washington County and the city of Beaverton, that Cedar Street and Cedar Hills Boulevard, or some other suitable location, be made a state highway and improved as part of a principal north-south route in the Beaverton area. The delegation was advised that Mr. Williams would have the matter investigated and notify the county and city of any decisions reached.

Mr. Nyberg was particularly interested in knowing whether or not the Cedar Street and Cedar Hills Boulevard routing would be adopted by the State. If it will not, the County plans to proceed with the improvement of the Walker Road-Beaverton Section of Cedar Street and Cedar Hills Boulevard, FAS 838, which was approved as a county FAS project on May 8, 1958.

I gathered from a conversation with Mr. Cooper some time ago in your office that if any north-south route were approved as a state highway in this area it definitely would not be along Cedar Street and Cedar Hills Boulevard; however, when talking to Mr. Nyberg I did not feel free to comment on this. If such is the case it would be highly desirable to advise the county as soon as possible so as to permit completion of the plans and specifications for the county FAS project in time for construction this summer.

Mr. Nyberg also indicated that, if constructed as a county FAS project, the County might request that the Walker Road-Beaverton Section be revised to a 44' wide curbed street section throughout the entire length rather than a 48' wide street section with a left-turn hideout at the intersection of Jenkins Road as originally programmed.

The original 48' width represented what was believed to be the maximum width that could be obtained within the existing 60' right-of-way and the hideout at Jenkins Road was to serve traffic destined for the Textronics plant west of Beaverton. It has since been determined that a 48' wide street section together with 5' sidewalks as required by the city of Beaverton would not leave sufficient room for utility poles within the city. Also, the peak hour traffic to the Textronics plant is of such density that a left-turn hideout would not relieve the congestion due to cars stacking up and extending beyond the hideout lane. Mr. Nyberg stated that he believed Textronics would construct another plant access road in the near future. Elimination of the hideout would relieve the county of necessity of acquiring additional right-of-way.

The above changes only represent Mr. Nyberg's thinking and do not represent

a formal request by the County Court; however, it would be appreciated if this office could be advised whether or not such a revision would be acceptable in the event it comes up in future negotiations with the county. No difficulty in obtaining B.P.R. approval is anticipated.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

RECEIVED
JAN 29 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 31 1958
FOR FILING

SU-466(1)
1660

Cross Referenced To:
Adm
Petition
Wash Co

December 30, 1958

1065

Mr. W. L. Lucas, Plant Manager
Tea Garden Products Division
Table Products Company
Division of Safeway Stores, Inc.
Beaverton, Oregon

Dear Mr. Lucas:

Reply is made to your letter of December 16 directed to Mr. Hagemann concerning proposed improvements in the city of Beaverton relative to the development of a connecting road between the Sunset Highway and the Baldock Freeway.

I must advise you that this road is of considerable importance and involves a rather detailed study in determination of the proper location. This will take several months and I can only advise you at this time that we have only started this study and have nothing to report. When the study is completed, it will be presented to the Highway Commission for their action and will become public record.

I can only advise you now to proceed with the use and enjoyment of your property as best serves your purpose.

Very truly yours,

W. C. Williams
State Highway Engineer

TE:jw:ae

cc to: Forrest Cooper
Tom Edwards

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

Floyd Query
~~H. B. GLASGOW~~, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 18, 1958

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
FORREST COOPER

REFERRED TO
COOPER
for State Highway Engineer

Mr. W. L. Lucas
Plant Manager
Tea Garden Products Division
Safeway Stores, Inc.
Beaverton, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of December 16 regarding the outcome of the hearing before the Highway Commission of the request by a Washington County and City of Beaverton delegation for establishment and improvement as a state highway of a north-south connecting route between the Sunset Highway and the Baldock Freeway. The proposal made by the delegation encompassed the streets you made reference to in your letter.

The Highway Commission advised the delegation that its request would be given careful consideration and Mr. Williams, State Highway Engineer, would notify them of the decision reached. For this reason I am forwarding your letter to Mr. Williams.

Very truly yours,

John F. Hagemann
John F. Hagemann
Assistant County & City Relations Engineer

JFHjcm

cc: Mr. W. C. Williams

RECEIVED
DEC 18 1958
OFFICE OF
STATE HIGHWAY ENGINEER

TEA GARDEN QUALITY

TEA GARDEN PRODUCTS CO.
DIVISION OF SALEM COMMERCIAL CORPORATION
[redacted] FIRST AVENUE [redacted] CALIFORNIA
Division of Safeway Stores, Inc.

Beaverton, Oregon
December 16, 1958

Mr. John F. Hagemann
State Highway Department
State Highway Building
Salem, Oregon

Dear Mr. Hagemann:

On December 12th the Beaverton Chamber of Commerce was granted a hearing before the State Highway Commission for the purpose of presenting their case of a Cedar Street or a Erickson Street improvement and extension located in Beaverton, Oregon. As our property is located between these streets we are vitally concerned with either of these improvements.

I am wondering at this time if you would be kind enough to send us a report on the outcome of this hearing.

Thank you very much.

Very truly yours,

Tea Garden Products
Table Products Company
Division of Safeway Stores, Inc.

W. L. Lucas
Plant Manager

RECEIVED
DEC 16 1958
ENGINEER
COUNTY & CITY RELATIONS

WLL:mll

RECEIVED
DEC 24 1958
FOR FILING
SU-466 (4)
6150

Cross Referenced To:
Ltr
Petition
Misc G.

December 22, 1958

Washington County Court
County Courthouse
Hillsboro, Oregon

Beaverton City Council
Beaverton, Oregon

Gentlemen:

On December 12, 1958, your delegations appeared before the State Highway Commission asking that consideration be given to a north-south route connecting the Sunset Highway with the R. H. Baldock Freeway, the route to be somewhere in the vicinity of Beaverton.

As a result of your appearance, the Highway Commission ordered a reconnaissance-type study of the area to determine possible routes, costs, and other factors. This study is now in progress and should be completed in two or three months, at which time a report as to engineering features will be made to the Highway Commission.

The matter will be further considered by the Highway Commission after it has studied the engineering report.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn:ae

cc to: Mr. Floyd Query
Mr. Forrest Cooper

FORM E-30 50M 6-58 17046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
December 22, 1958

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

I return herewith the petition presented by the Washington County delegation to a recent Highway Commission meeting concerning the Sunset Highway-Baldock Freeway connection.

We have this problem under study and I attach hereto a sketch map of the route being investigated. It is recommended that no money be spent on the Beaverton-Tigard Highway until the matter is properly resolved to the end that the money be spent on final location.

Tom Edwards
Construction Engineer

Edw advised to hold fire. w c w

TE:jw

Attach.

NOTED
FORREST COOPER

RECEIVED
DEC 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-50 50M 8-57—8563

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1958

SUBJECT: Request for Addition to State Highway System
Washington County and City of Beaverton

To: Mr. G. S. Paxson
O F F I C E

On November 13 at the request of the Washington County Court I met with the Court and representatives of the City of Beaverton to discuss the Walker Road-Beaverton County FAS project on FAS 838 (Cedar Hills Blvd.) which was proposed by the County and approved by the Highway Commission on May 8, 1958.

The project as proposed initially set up $250,000 of County FAS funds for constructing a 48' wide street section one mile in length. The 48' width represents the estimated maximum width that could be obtained within the existing right-of-way and would provide four lanes of traffic by prohibiting parking. Due to the nature of the abutting property, purchase of additional right-of-way by the County was considered financially impossible.

At the meeting on November 13, I was advised by the County Court and the Mayor of Beaverton that upon further study of the development of this road they had concluded that the improvement of FAS 838 (Cedar Hills Blvd.), or some other north-south route connecting the Sunset and Tualatin Valley Highways in the vicinity of Beaverton, was of vital importance to the area and financially beyond the scope of local governmental agencies. As a result they intend to petition the Highway Department for addition of such a north-south connecting road to the State Highway System.

I advised the representatives of the County and City that additions to the Highway System were a matter for determination by the Highway Commission and that any such request should be directed to the Commission. I also advised that in the past it had been a general policy of the Highway Commission not to add any routes to the State Highway System until the present routes had been improved to satisfactory standards; however, each individual case presented to the Commission would be considered on its merits.

After a general discussion of road matters including the status of FAS funds available to Washington County, the County Court and Mayor of Beaverton advised that is was their intent to forward a letter

to the Highway Commission requesting the addition of Cedar Hills Blvd. (FAS 838), or any alternate north-south connection between the Sunset and Tualatin Valley Highways in the vicinity of Beaverton which the Highway Commission might prefer, to the state highway system. The letter would also request time for a delegation to appear and support this request at the December 11-12 Highway Commission meeting.

It is quite likely the County will also propose that, if the Highway Commission would approve such an addition, the County would make available to the State, for construction of the route, a portion of the federal and state funds apportioned to the County under the County FAS program. Up to and including fiscal year 1960 funds Washington County has an uncontracted balance of available FAS funds totaling $650,000 (includes approximately 60% federal, 20% state and 20% county.) What proportion of these funds they will offer to waive was not made known at the meeting.

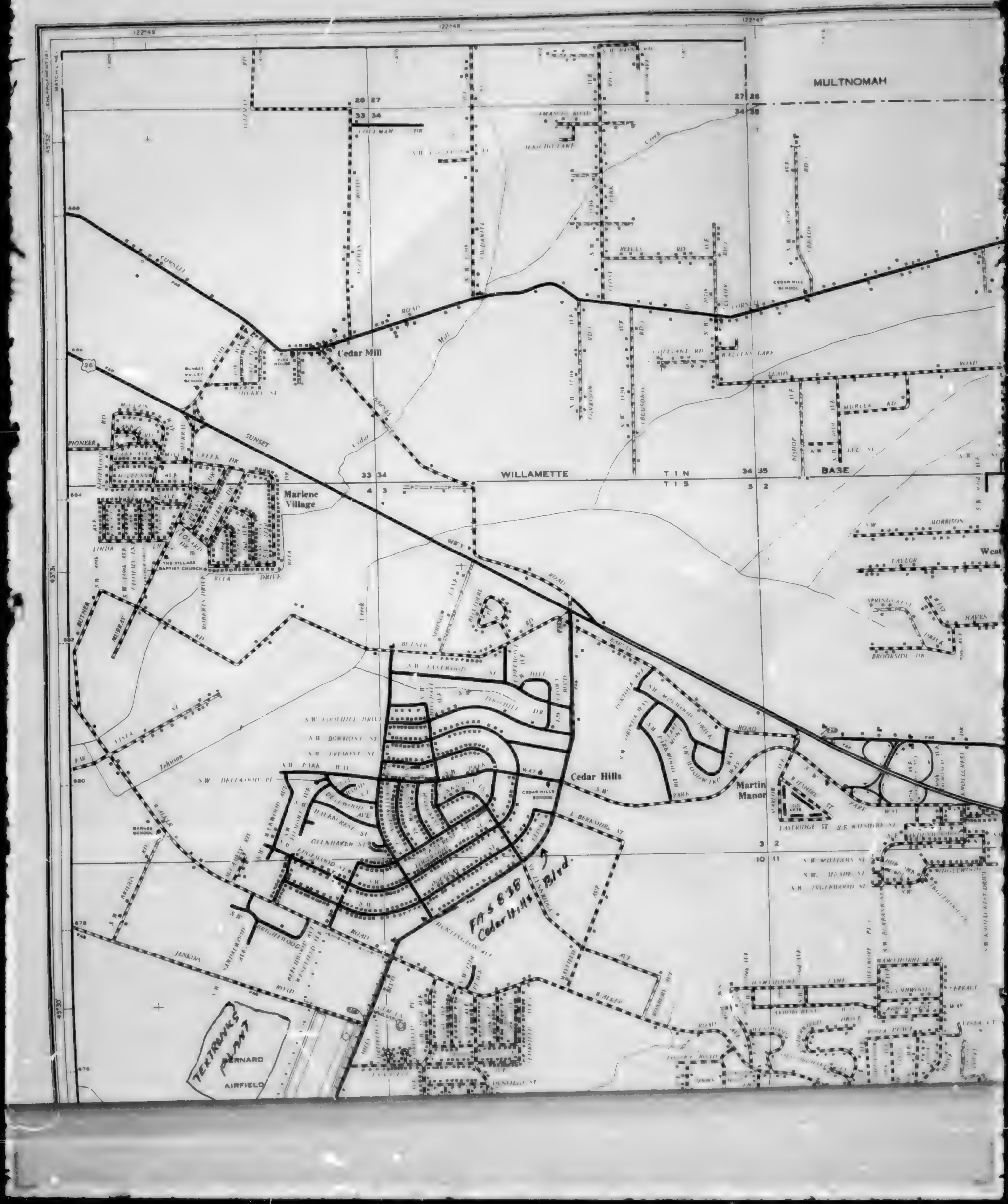
Cedar Hills Blvd (FAS 838), extends from the Sunset Highway north of Beaverton, southerly to the Tualatin Valley Highway in Beaverton. It is 2.1 miles in length and at the present time has a bituminous wearing suface throughout varying in width from 20' to 28' with a roadway width varying from 28' to 44'. The 1957 ADT for this route is 2400 at the north end and 7800 at the south end. The average 1957 ADT for the entire route is approximately 5,500. A material increase in this traffic volume has undoubtedly developed during 1958 as this road serves as an access route for a textronics plant which was completed and put into operation this year.

The above data is for your information in the event the County and City proceed with their request as indicated at the meeting.

John F. Hagemann

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg


122°49'
122°48'
122°47'
45°32'
45°31'
45°30'
MULTNOMAH
WILLAMETTE
T 1 N
T 1 S
BASE
Cedar Mill
Marlene Village
Cedar Hills
Martin Manor
West
HAVEN
ROAD
Mill
Creek
Johnson
Cedar
SUNSET
PIONEER
CORNELL
BARNES
BURNEY
WAY
PARK
FAS 838
Cedar Hills Blvd.
TEKTRONIX PLANT
BERNARD
AIRFIELD
THE VILLAGE BAPTIST CHURCH
CEDAR MILL SCHOOL
SUNSET VALLEY SCHOOL
BARNES SCHOOL
FIRE HOUSE
CEDAR HILLS
MORRISON
TAYLOR
SPRING ST
BROOKSIDE DR
EASTRIDGE ST
S.E. WILSHIRE ST
SW WILLIAMS ST
SW MAADE ST
SW INGLEWOOD ST
SW BURNHAM PL
SW HAWTHORNE LANE
SW TERRACE
SW VISTA DRIVE
SW VISTA CT
SW FOOTHILL DRIVE
SW BOWMONT ST
SW FREMONT ST
SW DELLWOOD PL
SW DELLWOOD AVE
SW HUBERCREST ST
SW GLENHAVEN ST
SW BIRCHWOOD ST
SW WOODHAVEN DR
SW WOODHAVEN TRAIL
SW PARKWOOD DR
SW WOODHAVEN TRAIL
SW MOORWOOD TRAIL
SW PARKWOOD TRAIL
SW PARKWOOD WAY
SW PARK WAY
SW PARK PLACE
SW PARK TERRACE
SW PARK TERRACE CT
SW PARK TERRACE DR
SW PARK TERRACE WAY
SW PARK TERRACE PL
SW PARK TERRACE LANE
SW PARK TERRACE ALLEY
SW PARK TERRACE AVE
SW PARK TERRACE ST
SW PARK TERRACE BLVD
SW PARK TERRACE CIRCLE
SW PARK TERRACE COURT
SW PARK TERRACE DRIVE
SW PARK TERRACE HILL
SW PARK TERRACE HILL ROAD
SW PARK TERRACE HILL WAY
SW PARK TERRACE HILL PL
SW PARK TERRACE HILL LANE
SW PARK TERRACE HILL ALLEY
SW PARK TERRACE HILL AVE
SW PARK TERRACE HILL ST
SW PARK TERRACE HILL BLVD
SW PARK TERRACE HILL CIRCLE
SW PARK TERRACE HILL COURT
SW PARK TERRACE HILL DRIVE
SW PARK TERRACE HILL TERRACE
SW PARK TERRACE HILL CT
SW PARK TERRACE HILL DR

GENERAL HIGHWAY MAP

WASHINGTON COUNTY

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

DATA OBTAINED FROM

STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE

0 0.1 0.2 0.3 0.4 0.5 Miles

1953 *Partially Revised To Dec. 1957*

Polyconic Projection

Plane Coordinate on Lambert Projection

Oregon North Zone in Thousands of Feet

SUBURBAN AREA NORTH EAST OF BEAVERTON

WASHINGTON COUNTY OREGON (17)

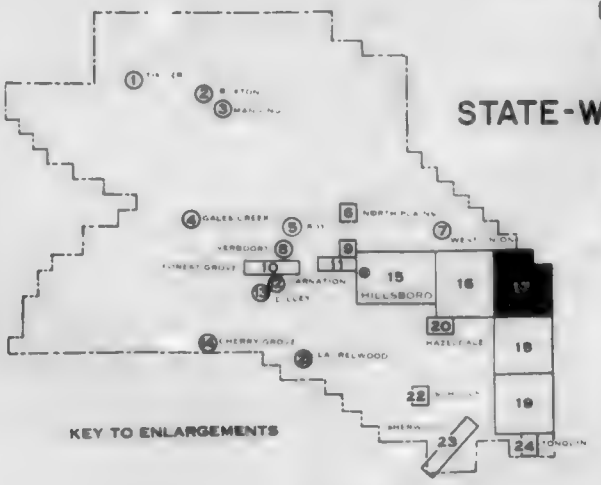
SEC. 27 28 33 34 35 T 1 N R 1 W

SEC. 1 2 3 4 9 10 11 12 13 14 15 16 T 1 S R 1 W

ROADSIDE CULTURE AS OF 1949 PARTIALLY REVISED TO 1953

This Map has not been Prepared by Standard Stereo-Photogrammetric Methods

KEY TO ENLARGEMENTS



LEGEND

- PUBLIC USAGE — PRIVATE ROAD
- IMPASSABLE ROAD
- PRIMITIVE ROAD
- UNIMPROVED ROAD
- GRADED AND DRAINED ROAD
- SOIL SURFACED ROAD
- GRAVEL, NOT GRADED OR DRAINED ROAD
- GRAVEL, GRADED AND DRAINED ROAD
- PAVED ROAD, LOW TYPE
- PAVED ROAD, HIGH TYPE
- MULTIPLE LANE — DIVIDED ROAD
- [illegible]
- FEDERAL AID PRIMARY HIGHWAY
- FEDERAL AID SECONDARY HIGHWAY
- ORE ROUTE — US ROUTE
- DISTANCE BETWEEN POINTS
- [illegible]
- BRIDGE — GRADE SEPARATION
- [illegible]
- FERRY, F.F.-FREE T.F.-TOLL
- DAM
- DAM, ROAD ON TOP
- DAM WITH LOCKS
- TUNNEL
- CATTLE UNDERPASS
- [illegible]
- INTERMITTENT STREAM
- STREAM
- RIVER N-NAVIGABLE
- DOCK, PIER, OR LANDING
- LAKE, POND, OR RESERVOIR
- [illegible]
- [illegible]
- PROMINENT MOUNTAIN, BUTTE, OR PEAK
- RAILROAD
- [illegible]
- [illegible]
- RAILROAD ABOVE ROAD
- RAILROAD BELOW ROAD
- [illegible]
- LANDING AREA OR AIRSTRIP
- [illegible]
- SEAPLANE BASE, CIVIL
- AIRWAYS LIGHT BEACON
- WEATHER OBSERVATION STATION

N

COUNTY

LINE

MERIDIAN

R1W R1E

West Haven

West Slope

Tualatin

Lake Oswego

Tigard

Beaverton

Portland

Canyon Rd

Sunset Hwy

Barnes

Leahy Road

Tualatin View School

Willamette Stone State Park

Sunset Hills Memorial Park Cemetery

Free Methodist Camp

Golf

Creek

Marlene Village
Cedar Hills
Martin Manor
FAS 838 Cedar Hills Blvd.
TEKTRONIX PLANT
BERNARD AIRFIELD
Beaverton Siding
BEAVERTON
Beburg
SOUTHERN PACIFIC RAILWAY COMPANY
OREGON ELECTRIC RAILWAY
BEAVERTON TUALATIN HWY
TUALATIN VALLEY HWY
FARMINGTON ROAD
CENTER
BROADWAY
BEAVERTON
HILLSDALE
CEDAR HILLS SCHOOL
C.E. MASON SCHOOL
BARNES SCHOOL
OLD PEOPLES HOME
MORRISON
TAYLOR
SPRING
BROOKSIDE DR
WILSHIRE ST
EASTRIDGE ST
HAWTHORNE LANE
ARROWOOD DRIVE
VISTA CT
SUNNY HILL LN
KENNEDY ST
DUNCAN LANE
JAMIESON
122°49'
122°48'
122°47'
45°29'
45°30'

This Map has not been Prepared by Standard Stereo-Photogrammetric Methods

LEGEND

- PUBLIC USAGE — PRIVATE ROAD
- IMPASSABLE ROAD
- PRIMITIVE ROAD
- UNIMPROVED ROAD
- GRADED AND DRAINED ROAD
- OIL SURFACED ROAD
- GRAVEL NOT GRADED OR DRAINED ROAD
- GRAVEL GRADED AND DRAINED ROAD
- PAVED ROAD, LOW TYPE
- PAVED ROAD, HIGH TYPE
- MULTIPLE LANE — DIVIDED ROAD
- ONE WAY ROAD
- FEDERAL AID PRIMARY HIGHWAY
- FAS FEDERAL AID SECONDARY HIGHWAY
- ORE ROUTE — US ROUTE
- 1.6 DISTANCE BETWEEN POINTS
- MAJOR STRUCTURE
- BRIDGE — GRADE SEPARATION
- BRIDGE, COVERED
- FERRY, F.F.-FREE T.F.-TOLL
- DAM
- DAM, ROAD ON TOP
- DAM WITH LOCKS
- TUNNEL
- CATTLE UNDERPASS
- GATE
- INTERMITTENT STREAM
- STREAM
- RIVER, N-NAVIGABLE
- DOCK, PIER, OR LANDING
- LAKE, POND, OR RESERVOIR
- DRAINAGE DITCH
- IRRIGATION DITCH
- PROMINENT MOUNTAIN, BUTTE, OR PEAK
- RAILROAD
- RAILROAD STATION
- RAILROAD GRADE CROSSING
- RAILROAD ABOVE ROAD
- RAILROAD BELOW ROAD
- AIRFIELD — AIRPORT
- LANDING AREA OR AIRSTRIP
- AIRFIELD, MILITARY
- SEAPLANE BASE, CIVIL
- AIRWAYS LIGHT BEACON
- B WEATHER OBSERVATION STATION
- STATE CAPITAL
- COUNTY SEAT
- CITY OR LOCALITY
- FARM UNIT
- DWELLING, EITHER THIS SIDE
- GROUP OF DWELLINGS
- PUBLIC BUILDING, T-TOWNHALL S-GRANGE
- SCHOOL
- CHURCH
- CEMETERY
- FIRST AID STATION
- HOSPITAL
- RADIO STATION, WITH CALL LETTERS
- POST OFFICE OR (†) ATOP ANY BUILDING
- BUSINESS ESTABLISHMENT
- FACTORY OR INDUSTRIAL PLANT
- SAWMILL
- GRAIN ELEVATOR
- WAREHOUSE
- STOCK LOADING PEN
- POWER PLANT-HEATING PLANT-PUMP HOUSE
- POWER SUBSTATION
- TRANSMISSION LINE
- WATER TANK—CR. TANK—GAS TANK
- DISPOSAL, D-DUMP S-SEWAGE INCINERATOR
- ROAD MATERIAL STOCK PILE SITE
- GRAVEL OR CINDER PIT — QUARRY
- MINE
- CAMP AREA OR LODGE
- PARK OR CLUB RC-RIFLE AP-ATHLETIC GC-GOLF TC-TROT EC-EQUESTRIAN
- GRANDSTAND OR RACE TRACK
- DRIVE-IN THEATER
- MILITARY INSTALLATION
- FOREST RANGER STATION
- OBSERVATION OR LOOKOUT TOWER
- FISH HATCHERY
- BENCH MARK
- TRIANGULATION STATION

SUPPLEMENTAL SHEET 1E OF 1 MAP SHEET AND 8 SUPPLEMENTAL SHEETS

SHEET 1E

APPROVED MAY 20, 1954

GENERAL HIGHWAY MAP WASHINGTON COUNTY OREGON 34

RECEIVED
JAN
FOR FILING

STATE HIGHWAY COMMISSION MEETING

Delegation Washington County Court, Beaverton City Officials, and members of C of C and officials from Tektronix re a north-south hwy. linking the Sunset Hwy. with the R. H. Baldock Freeway.

Date December 12, 1958

Time 10:30 a.m.

Name	City or Town	Capacity
Scott Foster (spokesman)	Beaverton	Representi g C of C
Henry R. Johnson	"	Washington Co. Commissioner
W. D.Cameron	"	City Councilman
. H.Rossi	"	Mayor
A.A.Graham	Hillsboro	County Road Master
Clayton Nyberg	"	" Commissioner
Elbert Hawkins	Beaverton	"Valley News"
Larry Dinneen	"	Mgr., C of C

NOTED
FLOYD QUERY

November 18, 1958

Washington County Court
County Courthouse
Hillsboro, Oregon

Attention: County Judge Joe A. Jarosz

Gentlemen:

This is to acknowledge your letter of November 14, 1958 in which you state that members of the Washington County Court, Beaverton city officials, and members of the Chamber of Commerce, and officials from Tektronix wish to appear before the Commission concerning a north-south highway linking the Sunset Highway with the Baldock Freeway.

The next commission meeting is scheduled for December 11 and 12, 1958 in Room 418 in the State Highway Building, at the corner of Capitol and Center Streets, in Salem. Fifteen minutes of time has been reserved for your delegation, beginning at 10:30 a.m., December 12, 1958.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc: Commissioners
W. C. Williams

H. R. JOHNSON
Commissioner

JUDGE JOE A. JAROSS

CLAYTON NYBERG
Commissioner

AGENDA
DEC 12 1958
10:30 A.M. DEL.

WASHINGTON COUNTY
COUNTY COURT
HILLSBORO, OREGON

November 14, 1958

State Highway Commission
Salem, Oregon

Gentlemen:

The Washington County Court should like to meet with the State Highway Commission in regard to a possible north-south highway linking Sunset with Baldock. We understand that you will be meeting on the 11th and 12th of December and we should like the opportunity to appear on either date.

City officials from Beaverton and a delegation comprised of members of the Chamber of Commerce and officials from Tektronix also plan to be present.

We wish to thank you for this consideration.

Respectfully yours,

Joe A. Jaross — County Judge
H R Johnson — County Comm.
Clayton Nyberg — County Comm.
[illegible] — Mayor of Beaverton

10:30 A.M
DELEGATION

RECEIVED
NOV 17 1958
OREGON
STATE HIGHWAY COMMISSION

• OREGON STATE CENTENNIAL •
STRAWBERRY CENTER OF THE WORLD

D

recorded in Commissioners
12-12-58
M. 304 M. 12
(Washington Co. Court)

PETITION FROM WASHINGTON COUNTY AND CITY OF BEAVERTON

REGARDING CEDAR STREET AS AN EXTENSION OF HIGHWAY 217

FROM BEAVERTON TO SUNSET HIGHWAY

Scott read this 12-12-58

I. COMPOSITION OF THE COMMITTEE

The committee here today consists of Commissioners Clayton Nyberg and Henry Johnson of the Washington County Court, and Al Graham, Roadmaster; Mayor Al Rossi and City Councilman Bill Cameron of the City of Beaverton; Chamber of Commerce Manager Larry Dinneen, and myself, Scott Foster, representing the commercial and industrial complex developing in the Eastern Washington County Area through the Beaverton Area Chamber of Commerce.

II. STATEMENT OF PURPOSE

Our purpose in this petition is to request that the State of Oregon assume the responsibility for developing, as a four lane state secondary highway, the connecting link from the northern terminus of Highway 217 in Beaverton northward to the Sunset Highway. This route is now known as Cedar Street from Beaverton to Walker Road, and as Cedar Hills Boulevard from Walker Road north to the vicinity of Sunset Highway. It is the firm belief of this committee that this development must be made on an 80 foot right-of-way, with provision for protected left turn lanes at all major traffic intersections. It is also our belief that this development should be planned in such a way that it could be extended directly south, bypassing what is now the city center of Beaverton, and connecting with Highway 217 again just south of the main part of the town. A proposal has been that Erickson Street be considered as the route for this development since there are very few gaps along this route not already dedicated as streets or roads. We feel that although this bypass may not be constructed at once, that the possibility should be considered in the interest of the over all economy of developing a four lane access all the way south from Sunset

Highway to a connection with Baldock Freeway somewhere south of Tigard. This long range proposal, though not the object of this petition, should be considered by the Highway Commission as one of the pressing needs of Washington County, and that it will be promoted vigorously by our area in the months and years ahead.

III. ARGUMENTS IN FAVOR OF THE PROPOSAL

A. Documents. In support of our proposal we have attached hereto a map of the area requiring the proposed highway upon which we have sketched proposed developments; a record of traffic movement on Cedar Street; including turning movements made only last week (December 1 through 5) by the County Roadmaster's Office; a copy of a letter from Tektronix, Inc. to the County Court of Washington County stating the need for development of Cedar Street; a letter from West Coast Telephone Company of a similar nature; and a chart of population and growth trends from a recent Chamber of Commerce study of the area.

B. General Statement of Need for State Participation. State Highway Department studies even prior to 1940 have consistently pointed toward development of a north-south arterial running west of the hills bordering Portland, and generally in the area under discussion. There is not now any link in the State Highway system that runs in a north-south general direction north of the City of Beaverton. All such traffic is routed over the street which is the subject of this petition. Evidence that the Highway Department recognizes the desirability of a route that bypasses Portland, is a large sign on Sunset Highway directing traffic for the Baldock Freeway to turn south from Sunset Highway over the Cedar Hills Blvd.-Cedar Street route. It is conceivable that the County could develop this route as needed, but doing so would require so much of the available financial resources of the County that all other much

needed roads, more properly the province of the County, could not be built; thereby robbing the County and the State of a great deal of industrial potential that both these agencies so desperately need to strengthen our economy. We feel that major through-traffic arterials are properly the responsibility of the State Highway Department, and that the resources of the County should be spent in building and maintaining a complex of market and access roads that would feed into the state system.

C. Industrial Growth Potential of East Washington County. There is, in what can be called the "Beaverton Area", now available and dedicated to industrial development in excess of one thousand acres of land. Approximately half of this, in the so-called "Tektronix Industrial Park" development, and in the Southern Pacific Industrial Tract has already been, or is in the process of being, graded, drained, and provided with access roads, water mains, sewage connections, and otherwise prepared for immediate occupancy by new industry. The growth pattern of Tektronix alone is providing the equivalent of one larger than average new industry per year for the economy of the state. The growth of this one industry alone has been a major contributor to the extreme traffic congestion on Cedar Street, and is a clear indication that the highway complex of Washington County is wholly inadequate to support further development by new firms who otherwise have indicated a preference for the Beaverton Area as the place they would like to put new facilities.

In the past year our area has lost two, and maybe four major industries, as well as several smaller enterprises. It should be clearly stated that most of these decisions were not balanced between our area and Portland or any other site in Oregon, but in general were balanced between this location in Oregon and other locations either in the State of Washington or California. Of course there are considerations other than highways in any decision to locate industry, however, the lack of an adequate system for truck traffic north and south was always

paramount among the reasons given for selecting another site, even though ours was listed as the most desirable area for many other reasons.

D. Residential Growth of Washington County. Reference to the attached chart of population trends will reveal that the growth of our area is accelerating. We have many desirable residential sections, and are in many respects a "Bedroom Community" to the City of Portland. This situation presents a two-fold problem. We have a constantly expanding need for roads to serve these residential developments, and we have constantly increasing demands on the tax dollars of the community to build and support schools to educate the children of this prolific population. A statement from a recent school survey indicates that our school enrollment has been increasing at the rate of 12% per year for the last several years.

E. Financial Problems of Washington County. The population growth referenced in the preceding section has resulted in a division of our tax dollar which allocates over 80% of our county tax income to support of our school system. The remaining portion of our tax income is not adequate to support our welfare budget, county health requirements, Sheriff's Department, road budget, and other essential services of the county. Since our millage rate is one of the highest in the state, the people have regularly for the last four years defeated a special road fund levy that would have greatly alleviated our road problem. These facts point directly to a need for an industrial tax base that would not bring a proportionate quantity of children to be educated. The industrial tax base will be denied us, however, until such time as we can solve our road dilemma.

IV. PROPOSAL BY WASHINGTON COUNTY TO FACILITATE ACCEPTANCE OF PETITION REQUEST.

Washington County has state matching money to its credit at the Highway Department that it has been unable to match with County funds. These funds now total approximately $645,000.00 and we see no immediate means by which we can take advantage of the total sum available. In order to demonstrate that we are willing to cooperate by any means available to us in reaching a solution to our problem, our County Court is prepared to make the following offer. If the state will assume responsibility for extending Highway 217 north to Sunset Highway over an 80 foot right-of-way, according to plans acceptable to both the State Highway Commission and the Washington County Court, then the County Commission will release a portion of this matching fund to the state for the purpose of buying right-of-way and constructing the road as herein defined. (Attention is here called to the fact that an 80 foot dedicated right-of-way already exists along the section of the route known as Cedar Hills Blvd.)

V. CONCLUSION

It is not the purpose of this Committee to be unreasonably demanding of the State Highway Commission, or to specify exactly how or where the state should add to its road system, but rather to point out a serious problem that exists and that we are unable to solve with our own resources. State participation is vital to the orderly development of a solution to the situation outlined. We earnestly solicit your serious consideration of this petition, as the need is urgent and the development of the proposed four lane link is already long overdue. We thank you for the opportunity to present our case, and for the courtesy and cooperation we have already received from various members of the State Highway Department Staff.

COPY OF A LETTER FROM MR. W. B. WEBBER,
VICE PRESIDENT, TEKTRONIX, INC. TO
WASHINGTON COUNTY COURT

November 25, 1958

County Court
Washington County
Court House
Hillsboro, Oregon

Gentlemen:

Recent articles in the paper indicate you propose to discuss local area road problems soon with the State Highway Commission. Our views on these road problems may be of help to you in these discussions.

Since we first moved to Washington County, we have not asked for any special concessions or privileges. However, we do feel adequate public roads are necessary for people to get to work. We appreciate Washington County having built Jenkins Road from Cedar Avenue almost to our first driveway. We haven't objected to providing gravel on Jenkins Road in front of our plant to fill the holes and keep it passable. Likewise, we haven't objected to providing traffic officers at the Jenkins Road and Walker Road intersections on Cedar Avenue to facilitate traffic flow when our day shift goes home. These are emergency needs we are quite willing to meet, but we hope sometime adequate roads will be built. We feel confident that Washington County voters will vote the money for necessary roads if the proposed use of the money is explained.

The intersection of Jenkins Road and Cedar Avenue will be dangerous when Cedar Avenue is made four lane unless there is a protected left turn provided for northbound traffic on Cedar to turn left onto Jenkins. The hump in Cedar Avenue between Walker and Jenkins Roads could prove hazardous and should be removed. Also, Jenkins Road should be extended west to Merlo or Baseline. Another need is for access north from Jenkins to Walker Road, other than the present route of Briggs Road through the Barnes School yard.

This letter is hardly necessary for the County Court to learn about the problems. However, we feel it is timely to urge a cooperative and constructive approach by everyone concerned in solving the problems.

C O P Y

In 1951, when Tektronix moved to Washington County, we had about 265 employees. Today we have about 1860 employees. Conditions in the electronics industry are such that we can look forward to continued growth. We have every intention of operating our business so we will experience this potential. Growth curves have humorous points too, in that an extrapolation of the Tektronix growth curve and an extrapolation of the Gross National Product curve for the entire United States intersect at the year 2000. This, of course, is ridiculous but, seriously, we do feel continued growth is certain until such time as there is a widespread declaration of world peace.

Our whole point is not to ask for favors, or to demand action, but merely to ask for the same consideration in providing roads that the county and state governments would give a new industry considering moving here with 1860 employees, and with potentialities of considerable growth.

Sincerely,

TEKTRONIX, INC.

/s/t/ W. B. Webber
Vice President

WBW/ms

C O P Y

COPY OF A LETTER FROM MR. L. E. CROSS, DISTRICT MANAGER, WEST COAST TELEPHONE COMPANY TO MR. SCOTT FOSTER, CHAIRMAN, ROADS COMMITTEE, BEAVERTON CHAMBER OF COMMERCE

Beaverton, Oregon
December 10, 1958

Mr. Scott Foster
Chairman, Roads Committee
Beaverton Chamber of Commerce
Beaverton, Oregon

Dear Mr. Foster:

We understand that you and your committee are working very hard to get Cedar Street and Cedar Hills Boulevard widened from the Sunset Highway south thru Beaverton, and to eventually get this route established as a link to the Baldock Freeway.

As you know, our District headquarters as well as our Local headquarters are located along Cedar Street just inside the Beaverton City limits. Since the establishment of our operations at this location in 1954 we have more than doubled our building space and have added switchboard operations. At the present time we have about 200 people employed, most of whom drive to and from work. We are presently adding considerable switchboard equipment and will substantially add to our force within the next few months.

Our employees and customers have found that it is increasingly difficult to enter and leave our premises on account of the heavy traffic on Cedar Street. This is especially true around five o'clock in the afternoon when most of our employees leave work. With the area growth that is certain to take place in the future, it is imperative that something be done to alleviate the traffic conditions on this street and we shall be happy to support your committee in any way possible in your efforts to correct this hazardous traffic condition.

Sincerely,

L. E. Cross
District Manager

POPULATION GROWTH & TRENDS

	1940	1950	1957	1958-9
Population in County	39,194	61,269	86,330	90,710
Population in City	1,052	2,512	4,200	4,500
*School enrollment Grades 1-8	283	706	1,575	1,725
Beaverton Union High School Enrollment	495	821	1,920	2,350
**No. of Elec. Meters Com. Inc. Res.	9,034	15,403	21,450	
No. of Telephones, Res. Bus.	651	2,251	7,282	8,707

*Beaverton School District Only

**80% in East End

School enrollment in the Beaverton Union High School Area has been increasing by approximately 12% each year for the past several years.

POPULATION GROWTH & TRENDS

	1940	1950	1957	1958-9
Population in County	39,194	61,269	86,330	90,710
Population in City	1,052	2,512	4,200	4,500
*School enrollment Grades 1-8	283	706	1,575	1,725
Beaverton Union High School Enrollment	495	821	1,920	2,350
**No. of Elec. Meters Com. Inc. Res.	9,034	15,403	21,450	
No. of Telephones, Res. Bus.	651	2,251	7,282	8,707

*Beaverton School District Only

**80% in East End

School enrollment in the Beaverton Union High School Area has been increasing by approximately 12% each year for the past several years.

Sunset Hwy
Tualatin Valley Hwy

A PORTION OF
WASHINGTON COUNTY
OREGON

Tualatin Valley Hwy

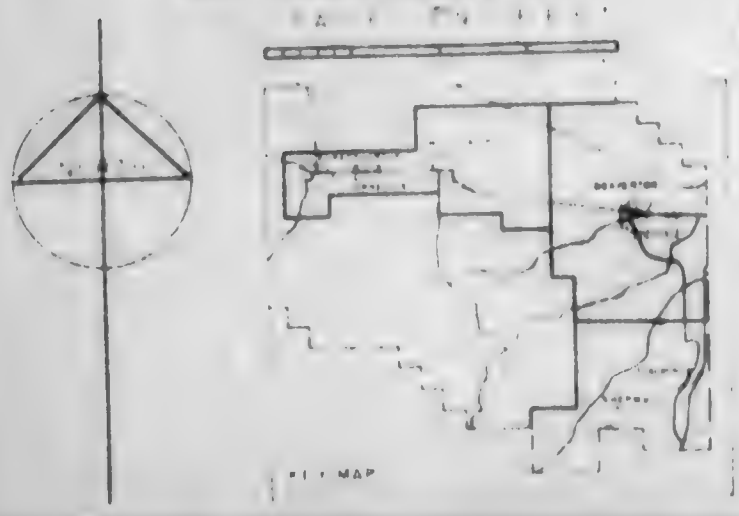
Farmington Rd

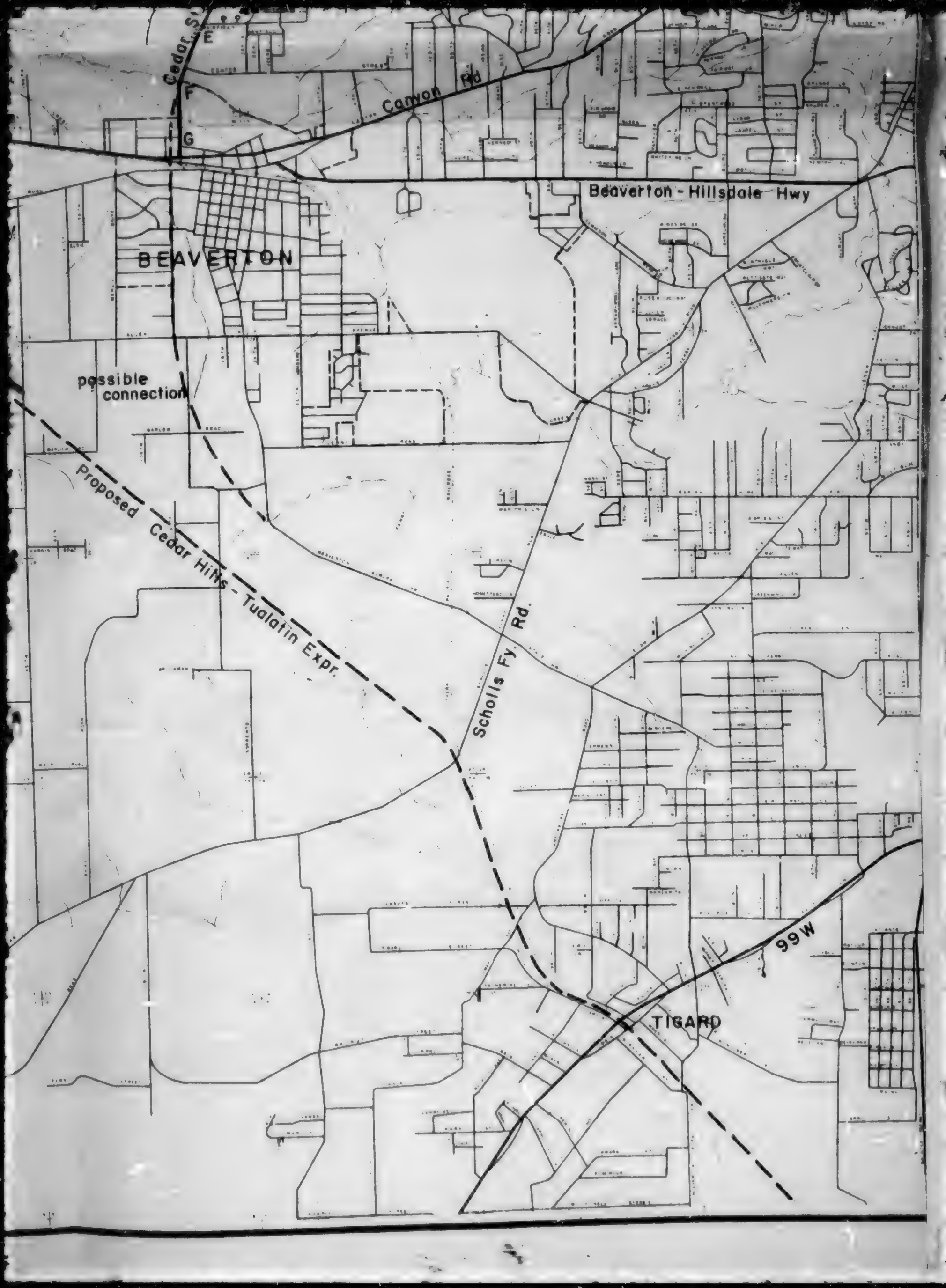
Prop

TRAFFIC COUNTS
(Cedar St. – Cedar Hills Blvd).

	Dec. 1957	Dec. 1958
A.	1867	2857
B.	4301	6984
C.	4414	6994
B.	6265	8083
E.	6593	8046
F.	7068	9081
G.	7071	8210

24 hour counts




Cedar St.
E
F
G
Canyon Rd
Beaverton - Hillsdale Hwy
BEAVERTON
possible
connection
Proposed Cedar Hills - Tualatin Expr.
Scholls Fy. Rd.
99W
TIGARD

Barnes Rd

SUNSET HWY.

PORTLAND
(CITY HALL) 4.3mi

CEDAR HILLS BLVD

Cedar Hills

C E Mason Sch

CANYON RD

BEAVERTON — HILLSDALE HWY

Beaverton

BEAVERTON — TUALATIN HWY.

Raleigh Hills RD

FERRY

SCHOLLS

OLESON RD

Fanno

Progress

R1W.

R1E.

MERIDIAN

Fanno

Progress

SCHOLLS

RD.

OLESON

R1W.

R1E.

WILLAMETTE MERIDIAN

Metzger

SOUTHERN

ALTERNATES

T. 1 S.

T. 2 S.

Tigard

OREGON

PACIFIC

ELECTRIC

BEAVERTON

TUALATIN HWY.

WEST HY

PACIFIC

BALDOCK FREEWAY

Bonita

UPPER BOONES FERRY RD

Wilsonville 7½ mi.

RECONNAISSANCE SKETCH MAP
SHOWING POSSIBLE ROUTE
BALDOCK FREEWAY — SUNSET HWY.
EXPRESS ROUTE

SCALE 1" = 2000' DEC 1958

Victor D. Wolfe, Ch Loc Engr.

CHANGE OF SEQUENCE FOR
FILMING CONTRACT #6650

Folder #1 has been filmed already;
however folder #4 follows, then
#3 then #2.

SU-466(4) S.P.RR O'Xing-Pac. Hwy. 1965
W. Sec., Beaverton-Tigard Hwy.
#6650 (Grad., pav., sign.) Folder #4

C + 1 2866

RECEIVED
FEB 5 - 1969
FOR

OREGON STATE HIGHWAY DEPARTMENT

SLL. 4(6)(4)

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 4, 1969

West Slope Sanitary District
8863 S. W. Beaverton -Hillsdale Hwy.
Portland, Oregon 97225

ATTENTION: Mr. Vincent M. Dimler
Manager

Re: Sewer Line Permit
SPRR O'Xing-Pacific Hwy. West Sec.
Beaverton-Tigard Highway
Washington County
Contract No. 6650

Gentlemen:

Reference is made to our letter of January 8, 1968 and Mr. John F. Hagemann's letter of November 3, 1965 concerning a permit covering your relocated sewer line facilities between Highway Stations 197+20 and 207+00 on the subject project.

You were requested by Mr. Hagemann's letter to review the permit and if found satisfactory have the appropriate District official sign both copies and return them to Mr. Hagemann. To date, the approved permits, or any correspondence thereof, have not been received by this or Mr. Hagemann's office.

Your earliest attention to this matter is urgently requested. Please contact this office if further assistance or information is required.

Very truly yours,

F. D. Morgan
Construction Engineer

By: Julius Litchfield

for T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
cc: F. B. Klaboe
L. W. Rulien
J. F. Hagemann
G. N. Hopkins
R. H. Rumbolz

RECEIVED
FEB 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM E-20 (12-67)
OCT 7 - 1968
FOR FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
October 4, 1968

SUBJECT: File No. 38346 - Peterkort
Sunset Highway-Denny Road
Section
Beaverton-Tigard Highway
Washington County

To:
Mr. John K. Scott
District Right of Way
Supervisor

M I L W A U K I E

The above file, to purchase Mr. Peterkort's access rights on the northerly side of the Sunset Highway, has been in limbo for some time.

I checked with Mr. Barbee on this and he would like us to proceed to acquire these rights. Please appraise and negotiate when appraisals have been reviewed.

John R. Oakes
Assistant Right of Way Engineer

JRO:DH

cc F. B. Klaboe
G. E. Rohde
D. J. Barbee
Frank C. McKinney
Armand Riveness

NOTED
F. B. KLABOE

RECEIVED
OCT 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

SEP 23 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

511-4(2)
6651

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 23rd, 1968

Mr. Howard Hedrick
Attorney at Law
805 American Bank Building
Portland, Oregon 97205

#6650
10d1

Re: File No. R-42420 (Fanno)
Fanno Creek Section
Beaverton-Tualatin Highway

Dear Mr. Hedrick:

As promised in my letter of August 29, 1968, your suggestion for carrying drainage water past the natural drainage course on subject file has been investigated by the engineers. The proposal encounters some difficulties because of the lay of the ground along Highway 217 and the width of the right of way. Based on these and other factors, the engineering decision rules out the possibility of carrying the drainage water directly down Highway 217 to Fanno Creek.

The engineers do, however, stand ready to complete the work which was agreed upon between your client, Mr. Frank R. Fanno, and employees of the Department. Part of the work was done immediately but the wetness of the ground precluded cleaning out the 600 feet of drainage channel at the time. The State will complete the work upon reaching final agreement with your client.

As an alternative to this if Mr. Fanno prefers, we would be willing to pay the estimated cost of doing the channel work directly to Mr. Fanno upon his completion of the work. The cost that we have estimated on the file is $1,500.00 for cleaning out and realigning 600 feet of the drainage channel.

Pursuing either alternative would effectively conclude the agreement reached at one time with your client. Since the feasibility of the circumstances requires using the existing drainage channel

NOTED
KLABOE

across Mr. Fanno's property, we ask your consideration and decision of the above alternatives so that work either way can be completed prior to the winter rains.

Yours very truly,

G. E. ROHDE
Chief Counsel

By

ARMAND L. RIVENESS
Staff Attorney

ALR:ae

P.S. Since writing this letter I have yours of September 19th 1968. I trust this will adequately cover the requested report and assist in resolving this matter soon.

A.R.

cc to: G. E. Rohde
F. B. Klaboe
D. H. Mochring
L. W. Kulfen

RECEIVED
SEP 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1968
FORM 2130X—50M—2-68 SP*23800-734

FOR FILE
S11-41.6(4)
6650

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 13, 1968

SUBJECT: Fanno Ditch Drainage
R-42420
Contracts No. 6650 and 7047

To: Mr. G. E. Rohde
Chief Counsel
BUILDING

ATTENTION: Mr. A. L. Riveness
Staff Attorney

Reference is made to your letter of August 29, 1968 revealing the suggestion of a Mr. Howard Hedrick to carry the storm sewer water further along Highway 217 to where it could be dumped directly into Fanno Creek.

We have investigated this suggestion and find it would cost approximately $40,000. Because of this high cost, we feel this plan is not practical.

It is our recommendation that Mr. D. H. Haller Jr.'s recommendation in his letter of July 25, 1968 be followed. This is to send Mr. Fanno a written offer to undertake and complete the work as was agreed upon by Mr. Keasey in his letter of November 8, 1967 or that we offer Mr. Fanno a cash settlement equal to the cost of our work; approximately $1,500. Mr. Keasey's suggestion was to construct approximately 600 feet of new drainage ditch with the necessary culverts under the private roadway and pay Mr. Fanno for any damage we may cause. Mr. Keasey further suggested we assume no maintenance agreement on this channel.

If Mr. Fanno fails to accept an offer on the above recommendations, then we suggest the State let Mr. Fanno make the next move.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fw
cc: F. B. Klaboe
D. H. Moehring
L. W. Rulien

F. B. KLABOE
NOTED

RECEIVED
SEP 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 29 1968
FILE
SU-466(4)
6650

March 29, 1968

Mr. Norman B. Kobin
Kobin & Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Dear Norman:

In reply to your letter of March 28, Contract No. 6650 awarded to Warren Northwest, a Division of Warren Brothers Company, was accepted by the Highway Commission on October 11, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

R. L. Porter

FORM E-123X 10M 6-67

RECEIVED
MAR 27 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

SU-46(3)
6650

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 26, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Oregon Project US-460(3)
Sunset Highway-Wood Street
File Nos. 37839-Peterkort
and 37958-Ditmars

Dear Sir:

Please refer to your letter of December 2, 1965 in regard to the above files. We are presently negotiating these files on the basis of review of appraisals dated February 16, 1968 made by Jack Pattee upon the precept that the access to neither remainder is impaired.

We believe this is in substantial accordance with your letter and request your concurrence.

Very truly yours,

G. E. ROHDE
Chief Counsel

John R. Cakes
Assistant Right of Way Engineer

JRO:CS
cc: R. L. Porter
F. B. Klaboe
L. H. Young
C. H. Maison
G. E. Rohde
M. R. Mitchell

NOTED

RECEIVED
MAR 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 20 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

4369

FILED
FEB 26 1968
CLAY MYERS
SECRETARY OF STATE

SU-466(1)
6650

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
FEB 26 8 45 AM '68
CLAY MYERS
SECRETARY OF STATE

February 23, 1968

Morrison & Bailey
Attorneys at Law
17th Floor Standard Plaza
Portland, Oregon 97204

Attention: Mr. Richard A. Van Homissen

NOTED ON CARD
wbw

Gentlemen:

This is to acknowledge receipt of your letter of February 20 and attached Notice of Claim of J. C. Denton & Sons, Inc., which states that Warren Northwest owes them for material and labor in the amount of $3,420, plus interest.

This appears to be in connection with the Warren Northwest, a Division of Warren Brothers Company, Contract No. 6650 for grading, paving, and signing on the Southern Pacific Railroad Overcrossing-Pacific Highway West Section of the Beaverton-Tigard Highway in Washington County.

The Federal Insurance Company through Ward Cook-Rodgers Insurance Company, Inc., 534 S. W. 3rd Avenue, Portland, furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Federal Insurance Company
Ward Cook-Rodgers Ins. Co., Inc.
Warren Northwest
Commissioners
✓Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
FEB 28 1968
OREGON
STATE HIGHWAY COMMISSION

WILLIAM H. MORRISON
RALPH R. BAILEY
JACK H. DUNN
JAMES G. SMITH
NATHAN L. COHEN
HOWARD K. BEEBE
ROBERT H. HOLLISTER
ROBERT R. CARNEY
FRANK E. MAGEE
THOMAS E. COONEY
RICHARD A. VAN HOOMISSEN
TOM P. PRICE
THOMAS S. MOORE
MORTON H. ZALUTSKY
DAVID C. LANDIS
PAUL W. JONES
WALTER H. GREBE
GARR M. KING
GEORGE M. JOSEPH
ROBERT S. BALL

MORRISON & BAILEY
ATTORNEYS AT LAW
17TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 224-6440

February 20, 1968

Mr. Floyd Query
Oregon State Highway Department
Salem, Oregon 97310

Re: Oregon State Highway Contract
No: 6650

Dear Mr. Query:

We enclose herewith Notice of Claim of J. C. Denton & Sons, Inc. in connection with the above contract.

Very truly yours,

MORRISON & BAILEY

Richard A. Van Hoomissen

RAVH:bh
Enclosure

Cle

NOTED
FLOYD QUERY

RECEIVED
FEB 21 1968
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

(Oregon State Highway Contract No. 6650)

To: Secretary of State, State of Oregon
and
Clerk, Oregon State Highway Commission, Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, J. C. DENTON & SONS, INC., an Oregon corporation, with its principal office and place of business in Portland, Oregon, has a claim for materials and labor supplied in the installation of guide posts, guard rail, median barrier, rail end pieces, guard rail blocks, type 3 and the like, as a part of Oregon State Highway Contract No. 6650, under authority of a subcontract between J. C. Denton & Sons, Inc., and Warren Northwest, a Division of Warren Brothers Company, for which labor and materials Warren Northwest, a Division of Warren Brothers Company, has become indebted to J. C. Denton & Sons, Inc. for the sum of $16,353.05, no part of which has been paid except the sum of $12,933.05, leaving a balance due of $3,420.00, plus interest at 6% per annum from October 13, 1967, until paid, which sum J. C. Denton & Sons, Inc. claims against the bond taken from Warren Northwest, a Division of Warren Brothers Company as principal and the Federal Insurance Company as surety, for the work specified in Oregon State Highway Contract No. 6650.

Dated this 20 day of February, 1968.

RECEIVED
FEB 21 1968
OREGON
STATE HIGHWAY COMMISSION

J. C. DENTON & SONS, INC.

By J C Denton
President

Subscribed and sworn to before me this 20th day of February, 1968, in the State of Oregon and County of Multnomah.

Richard W Montgomery
Notary Public for Oregon
My Commission Expires: 8-2-71

Receipt of the above notice is hereby acknowledged the ____ day of _____, 1968.

OREGON STATE HIGHWAY COMMISSION

By _____

_____
Title

RECEIVED
FEB 8 - 1968
FORM E-BOX—SON—1-65 SP*5418-734

Unit SLL-4(6644)
Acct 6
Alt & Ltr

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 7, 1968

To: Mr. D. H. Moehring
Right of Way Engineer

Attention: Mr. Earl Saling

SUBJECT: Relinquishment
Frontage Roads
Washington County

This office has had a number of requests recently from interested persons as to the status of frontage roads and/or reconstructed county roads to be relinquished to Washington County per terms of agreements.

Roads of major concern are within projects recently completed and opened to travel; therefore, if you have not started the transactions to relinquish, will you undertake this matter as promptly as possible.

The three major projects of concern are as follows:

1. Contracts #6444 and 6476
   Cornelius Pass Road-Cornell Road
   Sunset Highway No. 47
   Agreement dated March 12, 1964

2. Contract #6820
   Cedar Hills Boulevard Interchange
   Sunset Highway No. 47
   Agreement dated June 2, 1966

3. Contracts #6650, 6714, and 6845
   SPRR Overcrossing-South Tigard Interchange
   Beaverton-Tigard Highway No. 144
   Agreements dated July 13, 1965; August 23, 1965; and November 4, 1965

Thank you for your interest - and if any questions arise, please call on this office.

D N Harwell

D. N. Harwell, Assistant Engineer
County and City Division

DNH:mm

cc: F. B. Klaboe
F. D. Morgan
L. W. Rulien
B. P. Huntley

RECEIVED
JAN 30 1968

FOR FILING
SU-466(4)
6650

January 29, 1968

Morrison and Bailey
Attorneys at Law
17th Floor Standard Plaza
Portland, Oregon 97204

Attention: Mr. Richard A. Van Hoomissen

Gentlemen:

As requested in your letter of January 26, the State Highway Commission accepted Contract No. 6650 on October 11, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

RECEIVED
JAN 31 1968
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

SU-466(4)

6650

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 8, 1968

West Slope Sanitary District
8665 SW Canyon Road
Portland, Oregon 97225

Re: Sewer Line Permit
SPRR O'Xing-Pacific Hwy. West Sec.
Beaverton-Tigard Highway
Washington County
Contract No. 6650

Gentlemen:

Reference is made to a letter from Mr. John S. Hagemann, Utilities Permit Engineer, dated November 3, 1965, which transmitted two copies of a permit covering your relocated sewer line facilities between Highway Stations 197+20 and 207+00 on the subject project.

You were requested to review the permit and if found satisfactory have the appropriate District official or officials sign both copies and return them to Mr. Hagemann. To date, the approved permits, or any correspondence thereof, have not been received by Mr. Hagemann's office.

Your earliest attention to the approval and return of the permits is requested. Please contact this office if we may be of any further service.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
L. W. Rullen
J. F. Hagemann
B. P. Huntley
R. H. Rumbolz

RECEIVED
JAN 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
JAN 8 - 1968
FOR FILE
SU-466(4)
6650

January 5, 1968

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

A third post-final payment for $138.92 will be made to Warren Northwest, a Division of Warren Brothers Company, on Contract No. 6650 for grading, paving, and signing on the S.P.R.R. Overcrossing-Pacific Highway West Section of the Beaverton-Tigard Highway in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,372,432.12 including the post-final payment. Of the total $18,780.84 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc Warren Northwest
a Division of Warren Brothers Co.
P. O. Box 20337
Portland, Oregon

Ward Cook-Rodgers Insurance Co., Inc.
534 S. W. 3rd Avenue
Portland, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
DEC 20 1967

SU-4666(4)
6650

December 20, 1967

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

A second post-final payment for $4,354.32 will be made to Warren Northwest, A Division of Warren Brothers Company on Contract No. 6650 for grading, paving, and signing the Southern Pacific Railroad Overcrossing-Pacific Highway West Section of the Beaverton-Tigard Highway in Washington County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,372,293.20, including the post-final payment. Of the total $18,780.84 is for force account work.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Warren Northwest, A Division
of Warren Brothers Company
P. O. Box 20337
Portland, Oregon

Ward Cook-Rodgers Ins. Co., Inc.
534 S.W. 3rd Avenue
Portland, Oregon 97204

C. H. Maison
Attn: John Herr

RECEIVED
JAN 11 1968
FOR FILING
SU-461(A)
6650

December 13, 1967

#4

Warren Northwest
a Division of Warren Brothers Co.
P. O. Box 20337
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on December 12 considered your request for an extension of time on Contract No. 6650 on the Southern Pacific Railroad Overcrossing-Pacific Highway West Section of the Beaverton-Tigard Highway in Washington County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to April 25, 1967.

Very truly yours,

Floyd Unsry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc L. W. Rulien
D. D. Rohrbough
L. H. Young
F. D. Morgan
C. H. Maison

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 10, 1967

RECEIVED
NOV 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Extension of Time
S.P.R.R. O'xing-Pacific Hwy. West
Beaverton-Tigard Highway
Contract 6650

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from Warren Northwest, contractor on the subject contract, the attached request for an extension of the specified completion date. The request covers 181 days ordered stop work time plus 117 days additional. This would extend the completion date from October 1, 1966, to July 26, 1967, which was after the actual completion date of June 2, 1967. The request is based on the failure of the State to submit the contract to the contractor within 20 days of the date of receiving bids, failure of the State to make the entire project available to the contractor due to other contracts in the area, performance of extra work and changes in the character of the work performed, and a stop work period. A progress chart is attached for your benefit.

Bids for this project were received June 29, 1965. The contract forms were mailed to the contractor on July 23. This is 4 days beyond the 20 established in the contract provisions and justifies an extension of 4 calendar days.

The special provisions for this contract advised the contractor that a separate structure contract would be underway within the limits of this project and that it was expected that the structure would "be under construction at an early date and completed prior to completion of this project" (see attached copy of Page 2, Section 5-5). No mention was made of a specified completion date and the contractor was advised primarily so he could take these facts into consideration in planning his work load and adjusting his bid to reflect any delays. The structure contract was awarded September 28, 1965, and completed July 1, 1966. The 3 month interval between June 29, 1965, and September 28, 1965, would seem to comply with the intent of the "early date" provision. No extension for this reason can be justified.

There was an overrun in the amount of Class B asphaltic concrete. A change was made in the typical section for paving to conform to current standards which resulted in a 17% overrun in the original bid quantity. The actual overrun amounted to 3,745 tons, all of which was performed on penalty time. The contractor's average daily production rate was 1,000 tons. An extension of 4 work days is justified.

The contractor was required to subexcavate and backfill certain extremely wet excavations with quarry-run materials. This was not on the plans. The backfill work was performed under a price agreement and all of the work was done in late July and early August, 1966. It directly affected the progress of the job. The contractor required 11 work days to perform this operation during which time concurrent work was not possible. An extension of 11 work days is recommended.

A stop work order was in effect from November 22, 1966, until May 23, 1967. The stop work order was issued in order to provide a more acceptable project than would have been possible if the final paving had been performed under adverse weather conditions. The project was opened to traffic on the base lift of paving on January 17, 1967. The ordered stop work period justifies an extension of 181 calendar days.

The 15 work days for the overrun in AC and subexcavation justify an extension of 21 calendar days. Based on these items plus the 4 day delay in submitting the contract to the contractor and the 181 day stop work order, we recommend that the specified completion date be extended to April 25, 1967.

The project was completed June 2, 1967. Extending the project to April 25, 1967, will remove $41,200 in liquidated damages based on the rate of $200 per day, leaving 38 days and $7,600 in liquidated damages in effect.

This is a Federal Aid Secondary project and does not require Bureau of Public Roads concurrence.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond

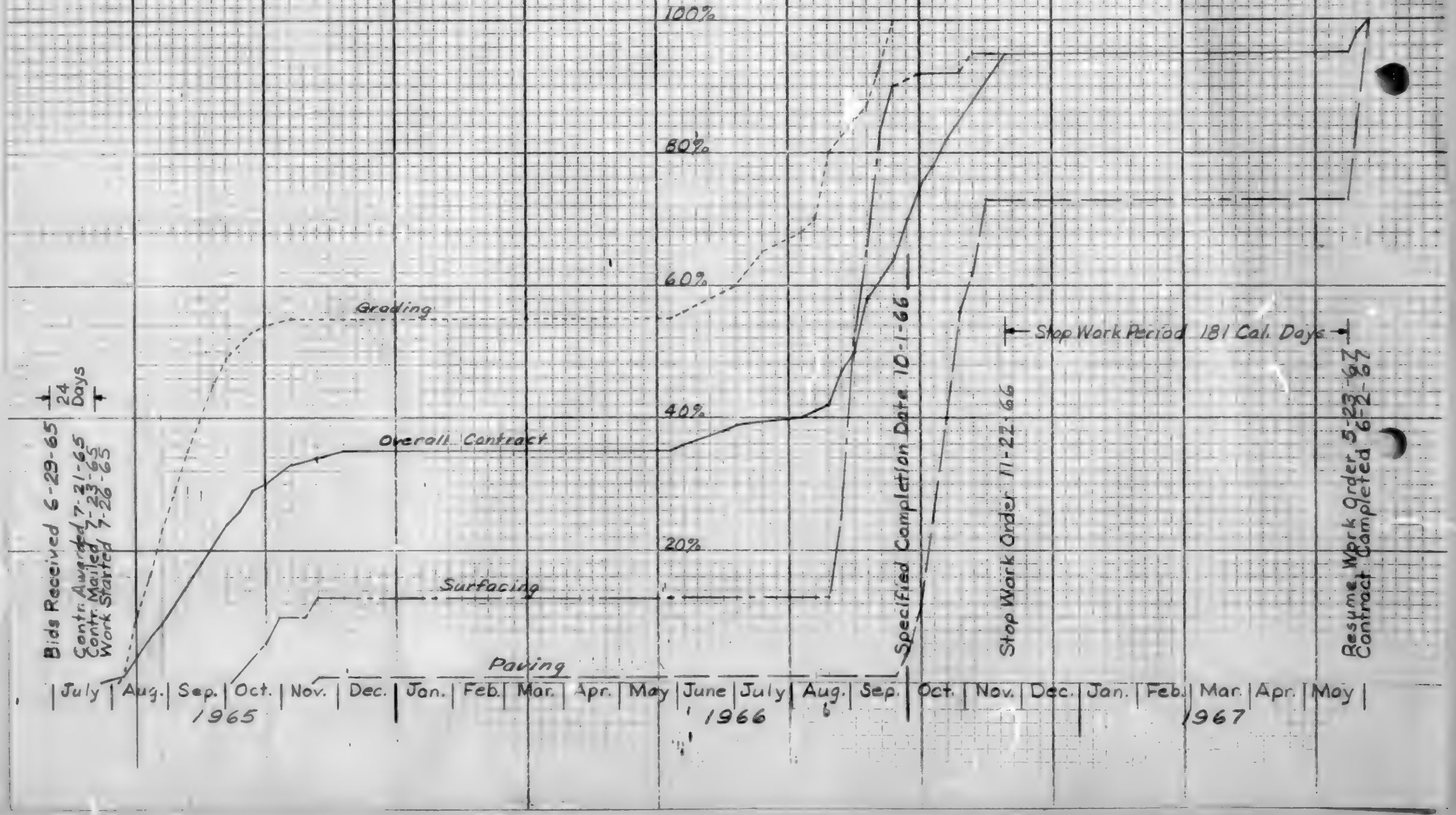
John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

S.P. RR O-XING - PACIFIC HWY. WEST
BEAVERTON - TIGARD HWY.

Contract 6650 Project SU-466(4)

PROGRESS CHART.



S.P.R.R. O'xing-Pacific Hwy. West Sec. Sta.

Listed pay items herein may include, but are not necessarily limited to, the following:

1. Salvage and Re-use Existing Water Main
2. Re-establish Water Service (Greenburg Rd.)

4-7 Removal and Disposal of Structures

Contrary to the provisions of this Article, the existing timber bridge at Sta. 364+50 will be removed by Washington County. The contractor will be required to co-operate with the County and shall co-ordinate his activities with the County in the most helpful manner possible.

He shall give the County adequate notice of his needs and shall allow it reasonable time for the performance of the work.

SECTION 5 - CONTROL OF WORK

5-3 Plans

The plans which are applicable to the work to be performed under this contract bear title and date as follows:

"Grading, Paving & Signing
S.P.R.R. O'xing-Pacific Highway West Section
Beaverton-Tigard Highway
Washington County
June 29, 1965"

5-5 Co-operation with Other Contractors

The contractor is advised that a structure contract will be in force within the limits of this project at Station 393+40.46 as indicated on the plans. It is expected that the structure will be under construction at an early date and completed prior to completion of this project.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6650 Contractor Warren Northwest, a Division of Warren Bros., Company

Highway Beaverton-Tigard

Section S.P.R.R. O'xing-Pacific Highway West

Kind of Work Grading, Paving and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

Delay in mailing contract forms, an overrun of Class "B" asphaltic concrete, extra work involving excavating and backfilling a soft subgrade area, plus a stop work period during the winter of 1966/67 justify an extension to April 25, 1967.

Recommended for Approval:

[signature]
Division Engineer

[signature]
for Construction Engineer or Bridge Engineer

[signature]
Assistant State Highway Engineer

Contract No. 6650

Project designation SH-466(4) State-Federal

Date awarded July 21, 1965

Work started July 26, 1965

Per cent completed 100% June 2, 1967
Calendar Completion Date Date

No. of Workdays Allowed October 1, 1966
Actual Completion Date

No. of Workdays Used June 2, 1967

Request Extension to April 25, 1967.

S—800 (Rev.)—6M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 3, 1967, 19 67

Gentlemen:

Completion date Oct. 1, 1966

We, the undersigned, respectfully request an increase in the number of workdays from 1 **days to** 172 **days, within which to complete our Contract No.** 6050 **, without the assessment of liquidated damages. The said contract is described as follows:**

Completion date

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attachments

Respectfully submitted,

WARREN NORTHWEST, A Division of Warren Brothers Co.
Contractor

By Jack Drake
Asst. Vice President

CONSENT OF SURETY

Date OCTOBER 5, 19 67

We, FEDERAL INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact - George McClellan

(SEAL)

Resident Agent - S. C. SHAFFER

ACKNOWLEDGMENT OF ANNEXED INSTRUMENT

STATE OF CALIFORNIA
CITY AND COUNTY OF SAN FRANCISCO } ss.:

On this 5th day of OCT 1967 in the year one thousand nine hundred and sixty-seven before me, Bianca P. Pera, a Notary Public in and for the City and County of San Francisco, State of California, residing therein, duly commissioned and sworn, personally appeared George McClellan known to me to be the Attorney In Fact of FEDERAL INSURANCE COMPANY, the Corporation that executed the within instrument, and also known to me to be the person who executed the within instrument on behalf of the Corporation therein named and acknowledged to me that such Corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, in the City and County of San Francisco, the day and year in this certificate first above written.

Bianca P. Pera
Notary Public in and for the City and County of San Francisco, State of California

My Commission expires September 11, 1970

BIANCA P. PERA
NOTARY PUBLIC - CALIFORNIA
CITY AND COUNTY OF
SAN FRANCISCO

sr-sss

Certified Copy of

POWER OF ATTORNEY

Know all Men by these Presents, That the FEDERAL INSURANCE COMPANY, 90 John Street, New York, New York, a New Jersey Corporation, has constituted and appointed, and does hereby constitute and appoint **Cecil O. West, George McClellan, Lawrence P. Dixon, L. K. Bell and Dean L. Beck. of San Francisco, California** -

each its true and lawful Attorney-in-Fact to execute under such designation in its name and to affix its corporate seal to and deliver for and on its behalf as surety thereon or otherwise, bonds or obligations given or executed in the course of its business, and any instruments amending or altering the same, and consents to the modification or alteration of any instruments referred to in said bonds or obligations.

In Witness Whereof, the said FEDERAL INSURANCE COMPANY has, pursuant to its By-Laws, caused these presents to be signed by its Vice President and Assistant Secretary and its corporate seal to be hereto affixed this 5th day of October 19 66

FEDERAL INSURANCE COMPANY

By

Frederick C. Gardner

Frederick C. Gardner
Vice-President

Davis Quinn
Assistant Secretary

STATE OF NEW YORK }
County of New York } ss.:

On this 5th day of October 19 66, before me personally came Davis Quinn, to me known and by me known to be Assistant Secretary of the FEDERAL INSURANCE COMPANY, the corporation described in and which executed the foregoing Power of Attorney and the said Davis Quinn being by me duly sworn, did depose and say that he resides in the City of New York, in the State of New York; that he is Assistant Secretary of the FEDERAL INSURANCE COMPANY and knows the corporate seal thereof; that the seal affixed to the foregoing Power of Attorney is such corporate seal and was thereto affixed by authority of the By-Laws of said Company and that he signed said Power of Attorney as Assistant Secretary of said Company by like authority; that he is acquainted with Frederick C. Gardner and knows him to be Vice President of said Company, and that the signature of said Frederick C. Gardner subscribed to said Power of Attorney is in the genuine handwriting of said Frederick C. Gardner and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Acknowledged and Sworn to before me on the date above written.

Marion J. McGrath

Notary Public

MARION J. McGRATH
NOTARY PUBLIC, State of New York
No. 24-7887850
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1968

Form 12159F (Ed. 1-64)

1-5858 (60)

CITY AND COUNTY OF NEW YORK: ss

I, the undersigned, Assistant Secretary of the FEDERAL INSURANCE COMPANY, do hereby certify that the following is a true excerpt from the By-Laws of the said Company as adopted by its Board of Directors on March 11, 1958 and amended January 2, 1964 and that this By-Law is in full force and effect.

"ARTICLE XIX.

Section 2. All bonds, undertakings, contracts, powers of attorney, and other instruments other than as above, for and on behalf of the Company which it is authorized by law or its charter to execute, may and shall be executed in the name and on behalf of the Company either by the Chairman or the Vice-Chairman or the President or a Vice-President, jointly with the Secretary or an Assistant Secretary, under their respective designations, except that any one or more officers or attorneys-in-fact designated in any resolution of the Board of Directors or the Executive Committee, or in any power of attorney executed as provided for in this section, may execute any such bond, undertaking or other obligation as provided in such resolution or power of attorney."

And I further certify that I have compared the foregoing copy of the POWER OF ATTORNEY with the original thereof and the same is a correct and true copy of the whole of said original Power of Attorney and that said Power of Attorney has not been revoked.

And I further certify that said FEDERAL INSURANCE COMPANY is duly licensed to transact fidelity and surety business in each of the States of the United States of America, Puerto Rico, and each of the Provinces of the Dominion of Canada with the exception of Prince Edward Island; and is also duly licensed to become sole surety on bonds, undertakings, etc., permitted or required by the laws of the United States.

Given under my hand and seal of said Company at New York, N. Y., this OCT 5 1967 day of OCT 5 1967, 19

L. Gayhan
Assistant Secretary

RECEIVED
DEC 19 1967

TIME EXTENSIONS APPROVED BY HIGHWAY COMMISSION
December 12, 1967
Construction Division Federal-Aid Contracts

Agenda No. 5c 6650

	Contract No.	Section	Days	Amount	BPR Participation
1	6773	Burnside-Big Creek	31	$9300	All
4	6650	SPRR Overcrossing-Pacific Hwy. West.	25 1)	$5,000	All (Secondary)

1) Plus 181 days for ordered "stop work" period.

RECEIVED
DEC 19 1967

JAB:ss

cc: F. B. Klaboe
L. H. Young
C. H. Maison
J. A. Bond

RECEIVED
NOV 28 1967
FOR FILING

SU-466(4)

6651

November 27, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. SU-466(4)

Dear Sir:

The State Highway Commission on October 11, 1967, authorized acceptance of Contract No. 6650, S. P. R. R. O'xing-Pacific Highway West Section in Washington County, Federal-Aid Project No. SU-466(4).

Attached or listed below are data necessary for your acceptance of the project.

All participating work under State Force Order (including the establishment period) by State Forces, or others, was completed 11-1-67.

Attachments are as follows:

Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report (E-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

BMW:ia
cc: C. H. Maison
F. D. Morgan
R. N. Chase

RECEIVED
NOV 20 1967
FOR FILE

SU-4(6)(4)
6650

November 20, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 4
December 12, 1967 meeting

Gentlemen:

Warren Northwest Company, contractor on the Southern Pacific Railroad Overcrossing, Pacific Highway West section of the Beaverton-Tigard Highway in Washington County, Contract No. 6650, has requested an extension of the contract time which would, in effect, extend the completion date to July 26, 1967, and delete all liquidated damages. The contractor bases his request on delay in award of the project, interference from a separate structure contract within the project limits, the performance of extra paving and grading work and an ordered stop work period.

An extension of four calendar days is justified for the time in excess of the 20 days allowed by specifications for submission of the contract to the contractor.

An overcrossing was constructed within the limits of this project and concurrent with it under a separate contract. A special provision advised the contractor that this would occur. No guarantees were made as to the amount of time this would require other than the structure would be completed prior to the specified completion date of the subject project. This requirement was met and no extension of time for this reason is justified.

An overrun of the Class B asphaltic concrete item and extra work in overexcavating and backfilling a soft subgrade area justify an additional 21 calendar days.

A step work period ordered by the engineer was in effect during the winter of 1966-67, lasting for 181 calendar days and an extension for this time is recommended.

The 206 days recommended above would extend the project completion date to April 25, 1967. This will reduce the liquidated damages, leaving 38 days amounting to $7600 in effect.

This matter will be on the agenda for the December 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien

JAB:ss fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6650 Contractor Warren Northwest, a Division of Warren Bros., Company

Highway Beaverton-Tigard

Section S.P.R.R. Qixing-Pacific Highway West

Kind of Work Grading, Paving and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

Delay in mailing contract forms, an overrun of Class "B" asphaltic concrete, extra work involving excavating and backfilling a soft subgrade area, plus a stop work period during the winter of 1966/67 justify an extension to April 25, 1967.

Recommended for Approval:

T. Keasey
Division Engineer

John L. Bond
for Construction Engineer or Bridge Engineer

M K Labre
Portland State Highway Engineer

Contract No. 6650

Project designation 80-466(4) State-Federal

Date awarded July 21, 1965

Work started July 26, 1965

Per cent completed 100% June 2, 1967 Date

Calendar Completion Date
~~No. of Workdays Allowed~~ October 1, 1966

Actual Completion Date
~~No. of Workdays Used~~ June 2, 1967

Request extension to April 25, 1967.

B—900 (Rev.)—8M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 3, 1967, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Completion date Oct. 1, 1968 days to 1/25/68 days, within which to complete our Contract No. 6650, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attachments

Respectfully submitted,

WARREN NORTHWEST, A Division of
Warren Brothers Co.
Contractor

By Jack Kuske
General Superintendent

CONSENT OF SURETY

Date OCTOBER 5, 19 67

We, FEDERAL INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact - George McClellan (SEAL)

Resident Agt. - S. C. SHAFFER

ACKNOWLEDGMENT OF ANNEXED INSTRUMENT

STATE OF CALIFORNIA
CITY AND COUNTY OF SAN FRANCISCO } ss.:

On this 5th day of OCT 5 1967 in the year one thousand nine hundred and

before me, Bianca P. Pera, a Notary Public in and for the City and County of San Francisco, State of California, residing therein, duly commissioned and sworn, personally appeared George McClellan known to me to be the Attorney in Fact of FEDERAL INSURANCE COMPANY the Corporation that executed the within instrument, and also known to me to be the person who executed the within instrument on behalf of the Corporation therein named and acknowledged to me that such Corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, in the City and County of San Francisco, the day and year in this certificate first above written.

Bianca P. Pera
Notary Public in and for the City and County of San Francisco, State of California

My Commission expires September 14, 1969

BIANCA P. PERA
NOTARY PUBLIC - CALIFORNIA
CITY AND COUNTY OF
SAN FRANCISCO

SF-869

Certified Copy of

POWER OF ATTORNEY

Know all Men by these Presents, That the FEDERAL INSURANCE COMPANY, 90 John Street, New York, New York, a New Jersey Corporation, has constituted and appointed, and does hereby constitute and appoint **Cecil O. West, George McClellan, Lawrence P. Dixon, L. K. Hail and Dean L. Beck. of San Francisco, California** -

each its true and lawful Attorney-in-Fact to execute under such designation in its name and to affix its corporate seal to and deliver for and on its behalf as surety thereon or otherwise, bonds or obligations given or executed in the course of its business, and any instruments amending or altering the same, and consents to the modification or alteration of any instruments referred to in said bonds or obligations.

In Witness Whereof, the said FEDERAL INSURANCE COMPANY has, pursuant to its By-Laws, caused these presents to be signed by its Vice President and Assistant Secretary and its corporate seal to be hereto affixed this 5th day of October 19 66

FEDERAL INSURANCE COMPANY

By

Frederick C. Gardner
Vice-President

Davis Quinn
Assistant Secretary

STATE OF NEW YORK }
County of New York } ss.:

On this 5th day of October 19 66, before me personally came Davis Quinn, to me known and by me known to be Assistant Secretary of the FEDERAL INSURANCE COMPANY, the corporation described in and which executed the foregoing Power of Attorney and the said Davis Quinn being by me duly sworn, did depose and say that he resides in the City of New York, in the State of New York; that he is Assistant Secretary of the FEDERAL INSURANCE COMPANY and knows the corporate seal thereof; that the seal affixed to the foregoing Power of Attorney is such corporate seal and was thereto affixed by authority of the By-Laws of said Company and that he signed said Power of Attorney as Assistant Secretary of said Company by like authority; that he is acquainted with Frederick C. Gardner and knows him to be Vice President of said Company, and that the signature of said Frederick C. Gardner subscribed to said Power of Attorney is in the genuine handwriting of said Frederick C. Gardner and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Acknowledged and Sworn to before me on the date above written.

Notary Public

MARION J. McGRATH
NOTARY PUBLIC, State of New York
No. 24-7837850
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1968

Form 12130F (Ed. 1-64)

1-5656 (6M)

WARREN Northwest
A DIVISION OF WARREN BROTHERS COMPANY
P. O. BOX 20337 - PORTLAND, OREGON 97220

BRANCHES:
PORTLAND - BEAVERTON - STAFFORD - CANBY
TELEPHONE 255-5070

October 13, 1967

Mr. H. D. Monrocqa
Resident Engineer
Oregon State Highway Department
9550 S. W. Burnner Street
Tigard, Oregon 97223

Subject: Extension of Time, Contract #6650 -- S.P.R.R. O'Xing-Pacific Highway West Section - Beaverton-Tigard Highway.

Dear Sir:

This letter will serve as an addendum to our original letter dated October 4, 1967 in which we asked for consideration for removal of 63 days of liquidated damages. The original letter overlooked the fact that Warren Northwest had been issued a "shut down" order by the Oregon State Highway Department for a period of 181 days through the winter months. The job had been substantially completed in October of 1966 but it was mutually agreed that a better job could be had by waiting until spring before placing final lift of asphaltic pavement.

This letter is our formal request for the removal of the 181 days charged. This them makes a total of 298 days that we are requesting to be added to completion date of said contract.

Very truly yours,

David D. Mengel

David D. Mengel
Division Vice President

DDM:si

Certified Copy of

POWER OF ATTORNEY

Know all Men by these Presents, That the FEDERAL INSURANCE COMPANY, 90 John Street, New York, New York, a New Jersey Corporation, has constituted and appointed, and does hereby constitute and appoint **Cecil O. West, George McClellan, Lawrence P. Dixon, L. K. Hail and Dean L. Beck. of San Francisco, California** -

each its true and lawful Attorney-in-Fact to execute under such designation in its name and to affix its corporate seal to and deliver for and on its behalf as surety thereon or otherwise, bonds or obligations given or executed in the course of its business, and any instruments amending or altering the same, and consents to the modification or alteration of any instruments referred to in said bonds or obligations.

In Witness Whereof, the said FEDERAL INSURANCE COMPANY has, pursuant to its By-Laws, caused these presents to be signed by its Vice President and Assistant Secretary and its corporate seal to be hereto affixed this 5th day of October 19 66

FEDERAL INSURANCE COMPANY

By

Frederick C. Gardner
Vice-President

Davis Quinn
Assistant Secretary

STATE OF NEW YORK }
County of New York } ss.:

On this 5th day of October 19 66, before me personally came Davis Quinn, to me known and by me known to be Assistant Secretary of the FEDERAL INSURANCE COMPANY, the corporation described in and which executed the foregoing Power of Attorney and the said Davis Quinn being by me duly sworn, did depose and say that he resides in the City of New York, in the State of New York; that he is Assistant Secretary of the FEDERAL INSURANCE COMPANY and knows the corporate seal thereof; that the seal affixed to the foregoing Power of Attorney is such corporate seal and was thereto affixed by authority of the By-Laws of said Company and that he signed said Power of Attorney as Assistant Secretary of said Company by like authority; that he is acquainted with Frederick C. Gardner and knows him to be Vice President of said Company, and that the signature of said Frederick C. Gardner subscribed to said Power of Attorney is in the genuine handwriting of said Frederick C. Gardner and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Acknowledged and Sworn to before me on the date above written.

Notary Public

MARION J. McGRATH
NOTARY PUBLIC, State of New York
No. 24-7837850
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1968

Form 12159F (Ed. 1-64)

1-5058 (6M)

CITY AND COUNTY OF NEW YORK: ss

I, the undersigned, Assistant Secretary of the FEDERAL INSURANCE COMPANY, do hereby certify that the following is a true excerpt from the By-Laws of the said Company as adopted by its Board of Directors on March 11, 1958 and amended January 2, 1964 and that this By-Law is in full force and effect.

"ARTICLE XIX.

Section 2. All bonds, undertakings, contracts, powers of attorney, and other instruments other than as above, for and on behalf of the Company which it is authorized by law or its charter to execute, may and shall be executed in the name and on behalf of the Company either by the Chairman or the Vice-Chairman or the President or a Vice-President, jointly with the Secretary or an Assistant Secretary, under their respective designations, except that any one or more officers or attorneys-in-fact designated in any resolution of the Board of Directors or the Executive Committee, or in any power of attorney executed as provided for in this section, may execute any such bond, undertaking or other obligation as provided in such resolution or power of attorney."

And I further certify that I have compared the foregoing copy of the POWER OF ATTORNEY with the original thereof and the same is a correct and true copy of the whole of said original Power of Attorney and that said Power of Attorney has not been revoked.

And I further certify that said FEDERAL INSURANCE COMPANY is duly licensed to transact fidelity and surety business in each of the States of the United States of America, Puerto Rico, and each of the Provinces of the Dominion of Canada with the exception of Prince Edward Island; and is also duly licensed to become sole surety on bonds, undertakings, etc., permitted or required by the laws of the United States.

Given under my hand and seal of said Company at New York, N. Y., this _____ day of

OCT 5 1967, 19

L. Gayhan
Assistant Secretary

WARREN Northwest
A DIVISION OF WARREN BROTHERS COMPANY
P. O. BOX 20337 · PORTLAND, OREGON 97220

BRANCHES
PORTLAND · BEAVERTON · STAFFORD · CANBY
TELEPHONE 255-5670

October 13, 1967

Mr. D. D. Rohrbaugh
Resident Engineer
Oregon State Highway Department
9350 S. W. Durham Street
Tigard, Oregon 97223

Subject: Extension of Time, Contract #6650 -- S.P.R.R. O'Xing-Pacific Highway West Section - Beaverton-Tigard Highway.

Dear Sir:

This letter will serve as an addendum to our original letter dated October 4, 1967 in which we asked for consideration for removal of 63 days of liquidated damages. The original letter overlooked the fact that Warren Nort west had been issued a "shut down" order by the Oregon State Highway Department for a period of 181 days through the winter months. The job had been substantially completed in October of 1966 but it was mutually agreed that a better job could be had by waiting until spring before placing final lift of asphaltic pavement.

This letter is our formal request for the removal of the 181 days charged. This them makes a total of 298 days that we are requesting to be added to completion date of said contract.

Very truly yours,

David D. Mengel

David D. Mengel
Division Vice President

DDM:si

WARREN Northwest
A DIVISION OF WARREN BROTHERS COMPANY
P. O. BOX 20337 • PORTLAND, OREGON 97220

BRANCHES:
PORTLAND • BEAVERTON • STAFFORD • CANBY
TELEPHONE 285-5670

October 4, 1967

Mr. D. E. Rohrbough
Resident Engineer
Oregon State Highway Department
9350 S. W. Burnham Street
Tigard, Oregon 97223

Subject: Extension of Time, Contract #6030 -- S.P.R.R. O'Xing - Pacific Highway West Section - Beaverton-Tigard Highway

Dear Sir:

In reference to the subject contract, we refer you to our letter dated September 19, 1966 requesting an extention of time in compliance with State of Oregon Standard Specifications for Highway Construction, 1964 Edition under Section 8 "Prosecution and Progress", Article 8.8 "Increase in Time for Performance of Contract".

The following will justify the reasons why 63 days of liquidated damages should not be assessed against Warren Northwest, A Division of Warren Brothers Company, and should be suspended in its entirety:

(1) Failure of the Oregon State Highway Department to submit the contract and bond within 20 days of the date of receiving bids. Our records show that the Oregon State Highway Department received bids on the subject project on June 29, 1965. The pre-construction conference was held on July 19, 1965. On July 22, 1965, Warren Northwest received a letter from the Oregon State Highway Department notifying Warren Northwest that the State Highway Engineer had awarded Warren Northwest the subject contract and the contract forms were being prepared and would be mailed to Warren Northwest for execution. Warren Northwest mobilized its equipment and men and began actual construction operations on July 26, 1965. On August 12, 1965, Warren Northwest received the contract documents from the Oregon State Highway Department. Now, therefore, allowing 20 days from June 29, 1965 for the award in accordance with the specifications, it would bring the award date to July 18, 1965.

We therefore request that no liquidated damages be accessed from July 18, 1965, which should have been the award date, to July 26, 1965, the date Warren Northwest actually commenced work on the project, an elapsed time of 8 days.

(2) Failure of the Oregon State Highway Department in having other contracts which directly denied Warren Northwest access to their work completed on time. In the special provisions of the subject contract, under Section 5 "Control of Work", Article 5-5 "Cooperation With Other Contractors", it was stated that a structure contract would be in force at an early date and prior to the completion of the subject contract. This was interpreted by Warren Northwest that the completion date of the proposed structure

would be compatible with Warren Northwest contract as not to hinder the completion of their project #6650. The Oregon State Highway Department advertised Bridge #9454, Beaverton-Tualatin Highway Undercrossing, with an original completion date of March 31, 1966. The bid date was September 24, 1965. On September 14, 1965, the completion date was changed by a revision letter to April 30, 1966, one month later than the original completion date, knowing that they had a prior and existing contract with Warren Northwest. The contractor of the structures was then granted by the Oregon State Highway Department an additional time extension of 30 days to May 30, 1966. The structure contract was completed July 16, 1966 and the Oregon State Highway Department assessed liquidated damages for an additional 30 days against the structure contractor.

As you know, there was a detour constructed around bridge #9454 across Warren Northwest's project at approximately station 3+00, thus isolating a great deal of excavation that could not be moved to the proper balance as shown on the drawings until Bridge #9454 was open for traffic and the detour removed. Through the delays and acts of the structure contractor and the excess time granted him by the Oregon State Highway Department, Warren Northwest, to expedite their project, wasted approximately 90,000 cubic yards of excavation off the project so subsequent stages of construction could be completed. Warren Northwest then went to private parties and negotiated for approximately 90,000 cubic yards of borrow to complete their project or, in essence, moved an additional 96,000 cubic yards of material above and beyond the contract quantities, much of in it the fall of the year when inclement weather existed.

Therefore, Warren Northwest has shown here that the Oregon State Highway Department issued an addendum changing the original completion date 30 days, knowing that it had a pre-existing contract with Warren Northwest; that the structure contractor was 62 days late in fulfilling his obligations from the revised completion schedule. The Oregon State Highway Department then acknowledged 30 days of the 62 days and assessed liquidated damages for 32 days against the structure contractor.

Warren Northwest has shown that, through acts for which they had no control over committed by the structure contractor and the Oregon State Highway Department, they are entitled to 92 days of additional time.

(3) Performance of extra work and changes in the character of the work performed.

1. Class "B" Asphaltic Concrete -- After additions and deletions by price agreements, the net increase of Class "B" paving is approximately 5,600 tons. Using an average of 1,000 tons placed per day, we hereby request an additional 6 days.

2. Excavation below subgrade and pit run rock backfill for sub-reinforcement by price agreement -- As your records will show, Warren Northwest was requested to excavate below subgrade in several areas of the project. Due to the soil conditions, the method of removal was by dragline. Approximately 4,000 cubic yards of material was removed. Therefore, using a production rate of 100 cubic yards per hour or 800 cubic yards per shift, we hereby request 5 additional days. The backfilling of the excavated area was with pit run rock. Our records show that approximately 7,300 tons were hauled and placed. Using a production rate of 1,200 tons per day, we hereby request 6 additional days.

Warren Northwest pursued and prosecuted the subject contract dilligently with equipment, labor and supervision and feels that the aforementioned as shown by acts of others and additional extra work performed by price agreement are entitled to 117 additional days and the contract completion date should be revised to January 25, 1967 and that all assessment of liquidated damages should be eliminated in its entirety.

RECEIVED
OCT 25 1967
FOR FILING
SU-466(4)
6650

October 24, 1967

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

A post-final payment for $36,200.00 will be made to Warren Northwest, A Division of Warren Brothers Company, on Contract No. 6650 for grading, paving and signing on the Southern Pacific Railroad Overcrossing-Pacific Highway West Section of the Beaverton-Tigard Highway in Washington County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,367,938.88, including the post-final payment. Of the total $18,780.84 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ

cc: Warren Northwest,
A Division of Warren Brothers Co.
P. O. Box 40337
Portland, Oregon

Ward Cook-Rodgers Ins. Co., Inc.
534 S.W. 3rd Avenue
Portland, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
OCT 25 1967

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

SU-466(4)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 16, 1967

In reply refer to: 08-35.7

6650

FROM : A. W. Parsons, Division Engineer, by C. J. Mathias, Div R/W Officer
Salem, Oregon

SUBJECT: Oregon Project US-466(3)
Sunset Highway - Wood Street
Files 37839 - Peterkort and 37958 - Ditmars

Right of Way Engineer D. H. Moehring's letter of October 12, 1967 requests that we approve Federal participation in the cost of securing one additional fee appraisal on each of the above-mentioned files. We understand that the present appraisals are over two years old and it would take considerable work to bring them up to date. In addition, the two staff appraisers are now working in other districts and are not readily available for assignment in the Milwaukie office. We will approve Federal participation in the cost of securing the needed appraisals.

NOTED
F.B. KLABOE

10-18-67
Moehring
Young

RECEIVED
OCT 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123

RECEIVED
OCT 24 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
PORTLAND

SEL-466(4)

665

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

OCTOBER 12, 1967

MR. A. W. PARSONS
DIVISION ENGINEER
U. S. BUREAU OF PUBLIC ROADS
477 COTTAGE STREET
SALEM, OREGON

ORIER

ATTENTION MR. C. J. MATHIAS

SUBJECT: FILE 37839 - PETERKORT
37958 - DITMARS
SUNSET HIGHWAY - DENNY ROAD
BEAVERTON - TIGARD HIGHWAY
WASHINGTON COUNTY

DEAR MR. MATHIAS:

WE HAVE THE FOLLOWING APPRAISAL BACKGROUND ON THE ABOVE FILES:

37839 - PETERKORT 0.13 AC.	ENGLISH	$27,250
	EDWARDS	32,000
	NEWELL	9,200
37958 - DITMARS 0.02 AC.	ENGLISH	$ 8,300
	EDWARDS	10,150
	NEWELL	2,000

SINCE THE MAKING OF THESE APPRAISALS BOTH MR. ENGLISH AND MR. EDWARDS HAVE BEEN TRANSFERRED TO OTHER DISTRICTS AND ARE UNABLE TO CONTINUE WITH THE APPRAISAL OF THESE PROPERTIES WITHOUT CREATING VERY DIFFICULT PROBLEMS IN THE AREAS WHERE THEY NOW WORK. THEIR APPRAISALS ARE APPROXIMATELY TWO YEARS OLD AND TO BRING THEM UP TO DATE WOULD INVOLVE A CONSIDERABLE AMOUNT OF SALES RESEARCH.

CONSIDERING THESE FACTS IT IS IMPRACTICAL TO CONTINUE TO USE THEM ON THE ABOVE FILES.

IT IS, THEREFORE, REQUESTED THAT YOU AUTHORIZE US TO SECURE ONE ADDITIONAL FEE APPRAISAL ON EACH OF THE TWO ABOVE FILES.

VERY TRULY YOURS,

G. E. ROHDE
CHIEF COUNSEL

D. H. MOEHRING
RIGHT OF WAY ENGINEER

CES:CL
cc: R. L. PORTER
F. B. KLABOE
L. H. YOUNG
C. H. MAISON
G. E. ROHDE
M. R. MITCHELL

RECEIVED
OCT 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 13 1967
FOR FILING
SU-4166(4)
L.L.S.D.

October 12, 1967

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 6650 awarded to Warren Northwest, a Division of Warren Brothers Company, for grading, paving, and signing on the S.P.R.R. Overcrossing-Pacific Highway West Section of the Beaverton-Tigard Highway in Washington County was completed on June 2, 1967, and accepted by the Highway Commission on October 11, 1967.

Final payment in the amount of $35,777.98 will be released to the contractor after October 19, 1967. The total contract amount is $1,331,738.88 including $18,780.84 for work performed under force account.

You have been advised previously that a claim has been filed with us.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Warren Northwest
A Division of Warren Brothers Co.
P. O. Box 20337
Portland, Oregon

Ward Cook-Rodgers Ins. Co., Inc.
534 S.W. Third Avenue
Portland, Oregon
L. H. Young
C. H. Maison
Attn: John Kerr

RECEIVED
OCT 12 1967
FOR FILING
SU-466(4)
665

October 11, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 2, 1967, on Contract No. 6650. The contract was with Warren Northwest, a Division of Warren Brothers Company, and was for grading, paving, and signing on the Southern Pacific Railroad Overcrossing-Pacific Highway West Section of the Beaverton-Tigard Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 11, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. W. Rulien

srb kf

RECEIVED
SEP 19 1967
PORTLAND

SU-466(4)
6650

Salem, Oregon
September 18, 1967

Mr. F. D. Morgan
Construction Engineer

B u i l d i n g

SPRR O'xing-Pacific Hwy. West
Contract No. 6650
Final Payment

Your office requested notification before final payment to the contractor was processed, in order that you could consider a waiver of liquidated damages on 181 days ($36,200.00) of "stop time".

The contract has been assessed 63 days ($12,600.00) liquidated damages. The amount of retainage is $71,659.25.

L. H. Young
Office Engineer

VG:ia

RECEIVED
JUL 18 1967
FOR FILING

S-4 (7)

6651

Mr. F. D. Morgan
Construction Engineer

BUILDING

Salem, Oregon
July 17, 1967

Completion of Contract

This is to advise you that work was completed on June 7, 1967, on Contract No. 6650, S.P.R.R.O'Xing-Pacific Highway West Section, in Washington County.

We request that your office return a signed copy of this letter indicating acceptance of the contract work, or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Office Engineer

Construction Division
Office Endorsement

Date:_____

Construction Engineer

WG:vr
cc: R. Alvick
O. A. White
M. S. Cox

RECEIVED
JUL 17 1967
FOR FILING

Sur. 4146 (4)

6650

July 13, 1967

Armco Steel Corporation
130 East Fifth Avenue
Denver, Colorado 80203

Attention: Mr. R. W. Sanders
Regional Credit Manager

NOTED ON CARD
wln

Gentlemen:

Thank you for a copy of your letter of June 23 stating that J. C. Denton and Sons, Inc., sub-contractor, has paid their claim in full in the amount of $521.70.

Our records indicate this is in reference to the Warren Northwest Contract No. 6650 for grading, paving and signing on the SPRR Overcrossing-Pacific Highway West Section of the Beaverton-Tigard Highway in Washington County.

This information is being noted in our records, and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:wln

cc Federal Insurance Company
Ward Cook-Rodgers Inc. Co., Inc.
Warren Northwest

Commissioners

ARMCO STEEL CORPORATION

METAL PRODUCTS DIVISION

ARMCO

ADDRESS REPLY TO
130 EAST FIFTH AVENUE
DENVER, COLORADO 80203

June 23, 1967

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Secretary of State
State of Oregon
Salem, Oregon

SUBJECT: Your Claim File No. 4302
Oregon State Highway Contract 6650
Prime: Warren-Northwest

Dear Sir:

We are pleased to advise that the account of J. C. Denton and Sons, Inc, subcontractor, with our company on subject contract has been paid in full.

Our claim notice filed under the date of June 9, 1967, is hereby withdrawn.

Very truly yours,

R W Sanders

R. W. Sanders
Regional Credit Manager

RWS:eg

cc: Floyd Query, Secretary
Oregon State Highway Commission, State Highway Dept.
Salem, Oregon

Warren-Northwest
P. O. Box 7675, Portland, Oregon

M. R. Ambuhl, District Sales Manager - Portland
Alex Christy - Portland

NOTED
FLOYD QUERY

RECEIVED
JUL 7 1967
OREGON
STATE HIGHWAY COMMISSION

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S.P.R.R. O'xing-Pacific Hwy West Sec.		WEEK ENDING: July 8, 1967
		SECTION PREFIX: 134-1031
HIGHWAY: Beaverton-Tigard		COUNTY: Washington
NAME OF JOB: S.P.R.R. O'xing-Pacific Hwy. West	KIND OF WORK: Grading, Paving & Signing	
CONTRACTOR: Warren Northwest, a Div. of Warren Bros.	CONTRACT NUMBER: 6650	FEDERAL AID PROJECT NUMBER: SU-466(4)
DATE OF CONTRACT: July 21, 1965	DATE WORK STARTED: July 26, 1967	ESTIMATED COMPLETION DATE: June 2, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 436	CALENDAR DAYS USED: 683
	SPECIFIED COMPLETION DATE: October 1, 1967	PERCENT OF TIME ELAPSED: 157%
PROJECT AUTHORIZATION: $1,632,472.87	ENGINEERING AUTHORIZATION: $116,086.96	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $1,516,385.91		
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,390,831.93	ENGINEERING COST TO DATE: $117,021.96	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 9 %	PERCENT OF AUTHORIZATION: 101 %	DATE PROJECT WAS COMPLETED: June 2, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.59	1.96		1.96	1.96
MILES PARTIALLY COMPLETED	2.59	1.96		1.96	1.96
MILES COMPLETED	2.59	1.96		1.96	1.96
TOTAL ESTIMATED QUANTITIES (CONTRACT)	562,000	166,000		18,000	22,000
TOTAL QUANTITIES CORRECTED TO DATE	515,000	166,000		10,000	26,000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	515,000	166,000		10,000	26,000
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	12983A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2	Fair			
MONDAY 3	Fair			
TUESDAY 4	Fair			
WEDNESDAY 5	Fair			
THURSDAY 6	Fair			
FRIDAY 7	Fair			
SATURDAY 1	Fair			

Routing

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 2	
MONDAY 3	
TUESDAY 4	
WEDNESDAY 5	
THURSDAY 6	
FRIDAY 7	
SATURDAY 1	

REMARKS

Semi-Final submitted 7/7/67
Final Report

Con.

SIGNED D. D. Rohrbough LOCATION OREGON STATE HIGHWAY DEPT.
D. D. ROHRBOUGH
9350 BURNHAM ST. S. W.
TIGARD, OREGON 97223

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

BP*F218

FORM E-128X 50M 7-66

RECEIVED
JUN 15 1967
FOR FILING

COMMISSIONERS
GLENN J. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FILED
16550
JUN 14 1967
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
Jun 15 1 03 PM '67
CLAY MYERS
SECRETARY OF STATE

June 14, 1967

Armco Steel Corporation
130 East Fifth Avenue
Denver, Colorado 80203

Attention: Mr. R. W. Sanders
Regional Credit Manager

NOTED ON CARD
wh

Gentlemen:

This is to acknowledge receipt of your claim letter of June 9 stating that J. C. Denton & Sons, Inc., (subcontractor) owes you $521.70 for materials.

Your claim states these materials were furnished on the Warren Northwest Contract No. 6550 in Washington County. This appears to be in reference to the Warren Northwest, a Division of Warren Brothers Co., Contract No. 6650 for grading, paving, and signing on the SPRR Overcrossing-Pacific Highway West Section of the Beaverton-Tigard Highway in Washington County.

The Federal Insurance Company through Ward Cook-Rodgers Insurance Co., Inc., 534 S.W. 3rd Avenue, Portland, Oregon, furnished the performance bond on this contract. We will advise them of the receipt of your claim.

The Secretary of State's Office has informed us that your claim was filed in their office on June 12, 1967, and was assigned File No. 4302.

Please inform this office when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

cc Federal Insurance Company
Ward Cook-Rodgers Ins. Co., Inc.
Warren Northwest

bc Glenn L. Jackson
David B. Simpson
Fred W. Hill
Hon. Clay Myers-Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
JUN 16 1967
OREGON
STATE HIGHWAY COMMISSION

ARMCO STEEL CORPORATION

METAL PRODUCTS DIVISION

ADDRESS REPLY TO
130 EAST FIFTH AVENUE
DENVER, COLORADO 80203

June 9, 1967

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Secretary of State
State of Oregon
Salem, Oregon

6650

SUBJECT: Oregon State Highway Contract No. 6550
Warren - Northwest, Prime
Job Location: Washington County, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Armco Steel Corporation, has a claim in the sum of Five Hundred Twenty One and 71/100 Dollars ($521.70) against Warren - Northwest and the surety bond supplied by Federal Insurance Company, 417 Norton Building, Seattle, Washington 98104 supplied to Warren - Northwest, the prime contractor.

Materials furnished:
Armco Galvanized: Flex-Beam Guardrail
Terminal Sections
Bolts, Nuts and Washers

Materials furnished to:
J. C. Denton & Sons, Inc.

Total Value of materials furnished	$1,492.95
Paid by J. C. Denton & Sons, Inc.	971.25 CR
UNPAID BALANCE	$ 521.70

Very truly yours,

R W Sanders

R. W. Sanders
Regional Credit Manager

cc: Mr. Floyd Query, Secretary, Oregon State Highway Commission
Salem, Oregon CERTIFIED MAIL
Warren - Northwest, Box 7675, Portland, Oregon
J. C. Denton & Sons, Inc., 650 Morgan Building, Portland, Ore.
M. B. Ambuhl, District Sales Manager - Portland
Alex Christy - Portland

NOTED
C. W. HEAD

RECEIVED
JUN 12 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 7 - 1967

Fred W. Hitt, Member
Malin
6621

June 7, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 2, 1967, on Contract No. 6630, SPNR O'zing-Pacific Highway West Section, in Washington County, in connection with Federal-Aid Project No. SU-466(4).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

VGried
cc: Mr. O. A. White
Mr. H. S. Cox

RECEIVED
FEB 17 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
McMINNVILLE
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6621
Claim File No. 4380

FILED
FEB 16 1967
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
FEB 16 8 35 AM '67
CLAY MYERS
SECRETARY OF STATE

February 15, 1967

Metal Products Division
Armco Steel Corporation
130 East Fifth Avenue
Denver, Colorado 80203

NOTED ON CARD
V.A.Bw

Attention: Mr. R.W. Sanders
Regional Credit Manager

Gentlemen:

This is in reply to your letter of February 8 and attached Notice of Claim which states that William Deppenmeier, subcontractor, owes you $617.57, plus interest, for materials.

This appears to be in connection with Warren Northwest, a Division of Warren Brothers Company, Contract No. 6650, for grading, paving, and signing on the S.P.R.R. Overcrossing-Pacific Highway West Section of the Beaverton-Tigard Highway in Washington County.

The Federal Insurance Company through Ward Cook-Rodgers Insurance Company, Inc., 534 S.W. 3rd Avenue, Portland, furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will forward it to the Secretary of State for filing.

Please inform this office when your claim has been paid.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
FEB 17 1967
OREGON
STATE HIGHWAY COMMISSION

cc Federal Insurance Company
Ward Cook-Rodgers Ins. Co.
Warren Northwest - A Div. of Warren Bros. Co.

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

METAL PRODUCTS DIVISION
ARMCO STEEL CORPORATION

ADDRESS REPLY TO
130 EAST FIFTH AVENUE
DENVER, COLORADO 80203

February 8, 1967

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

SUBJECT: Highway Contract No. 6650, Washington County
PRIME: Warren-Northwest Construction

Dear Mr. Query:

We submit our claim for unpaid materials on subject job.

Yours very truly,

R. W. Sanders
Regional Credit Manager

RWS:eg

cc: Wm. Deppenmeier, Contractor
Route 1, Box 534, Oregon City, Oregon
M. R. Ambuhl, District Sales Manager - Portland
Jim Thomas - Portland

attachment

Rec 2-10-67

To: Mr. Floyd Query, Secretary
Oregon State Highway Commission
State of Oregon

NOTICE IS HEREBY GIVEN That the undersigned Metal Products Division, Armco Steel Corporation (Claimant), has a claim in the sum of Six Hundred Seventeen and 57/100 ($617.57) Dollars PLUS interest at 6% against Warren Northwest Construction (contractor) and against the bond taken from Federal Insurance Company (surety) for the work of

Material was furnished to William Deppenmeier, subcontractor to the prime contractor

Said claim is for Armco Steel Galvanized Perforated Hel-Cor Pipe, Band Couplers and "E" Elbow per copy of invoices attached and made a part of claim.

In the event the above claim is not settled and paid without an action in the courts to enforce the same, in addition to above item, undersigned claims the sum of $250.00 dollars as an Attorneys fee, and the sum of $250.00 dollars to defray costs of said action.

METAL PRODUCTS DIVISION, Armco Steel Corp.

By R. W. Sanders

Address 130 East Fifth Avenue, Denver, Colo. 80203

Subscribed and sworn to before me this 8th day of February, 19 67

Notary Public in and for the State of Colorado

My Commission expires Aug. 19, 1970

CR. REF.

FORM G-6179-S PRINTED IN THE U.S.A.

ARMCO Metal Products Division
Armco Steel Corporation
130 E. 5th Ave., Denver, Colo. 80203

REMIT TO:
P. O. BOX 5685
DENVER, COLORADO
80217

SOLD TO:
WM. DEPPERMEIER, CONTRACTOR
ROUTE 1, BOX 534
OREGON CITY, OREGON

SHIP TO:
WM. DEPPERMEIER
OSHD PROJECT, SPRR CROSSING-PACIFIC HWY WEST BEAVERTON-TIGARD HWY
BEAVERTON (WASHINGTON CO.), OREGON

ORDER NO.	DATE	BUYERS ORDER NO.	BUYERS DATE	SHIP FROM	SHIPMENT WANTED
44-2590	10-13-65	W. A. D.	10-12-65	HLBRO	W/E 10-16-65

MARKET	PRODUCT	TERRITORY	ROUTE	ESTIMATED SHIPPI DATE
021	20	DISTRICT 6 615	Armco TRK PPD	10-15-65

F.O.B. DESTINATION

CUSTOMER A/C NO.	CR. REF.	DATE OF SHIPMENT	B/L	TERMS	INVOICE DATE
18206	61-6 SH	10-15-65	9748	1/2 10 N 30 PAST DUE ACCOUNTS BEAR INTEREST AT 6% PER ANNUM	10-29-65

INVOICE NO. 83376

DESCRIPTION:

ARMCO CB STEEL GALV., PERFORATED ROUND HEL-COR PIPE

ITEM	PCS.	GAGE	SIZE	UNIT		ITEM WGT.	QUANTITY	PRICE	AMOUNT
1	50	16	8" X 20'				1000	1.04	1040.00
2	50	16	8"		H2-7 BANDS		50	1.04	52.00
									1092.00

11/3/66 PC 492.70
$599.30

INVOICE

PRIME CONTRACTOR - WARREN N.W., PORTLAND
OSHD PROJECT
OSHD CONTRACT NO.6550
OSHD INSPECTION REQUIRED
ARMCO QUOTE 190-C

COPY OF ACK TO J. M. THOMAS

DELIVER TO JOB OFFICE OF WARREN N.W., SCHOLLS FERRY RD., ASK FOR MANAGER TO POINT OUT STOCKPILE SITE.

20-6425 #

SALES TAX ☐ YES, IF NOT, EXEMPTION NO. _____ OR

REASON NO TAX OREGON

CR. REF.

FORM G-6179-S PRINTED IN THE U.S.A.

ARMCO Metal Products Division
Armco Steel Corporation
130 E. 5th Ave., Denver, Colo. 8020

REMIT TO:
P. O. BOX 5685
DENVER, COLORADO
80217

SOLD TO:
WM. DEPPENMEIER, CONTR.
RT. 1, BOX 534
OREGON CITY, OREGON

SHIP TO:
SAME, FOR O.S.H.D. PROJ. 6650
BEAVERTON, WASH. CO., OREGON

ORDER NO.	DATE	BUYERS ORDER NO.	BUYERS DATE	SHIP FROM	SHIPMENT WANTED
44=2861	11-13-65		11-13-65	HILLSBORO	11-13-65

MARKET	PRODUCT	TERRITORY	ROUTE	ESTIMATED SHIPPIN DATE
021	20	615	WILL CALL	

DISTRICT 6 F.O.B. HILLSBORO, OREGON

CUSTOMER A/C NO.	CR. REF.	DATE OF SHIPMENT	B/L	TERMS	INVOICE DATE
18206	61-6 SH	11-13-65	0168	1/2% 10 - NET 30 PAST DUE ACCOUNTS BEAR INTEREST AT 6% PER ANNUM	11-24-65

INVOICE NO. 84782

DESCRIPTION:

ARMCO CBS ZINCGRIP HEL-COR

ITEM	PCS.	GAGE	SIZE	UNIT		ITEM WGT.	QUANTITY	PRICE	AMOUNT
1	1	16	18"		15° 2' ELBOW A-1', B-1'		1	18.27	$18.27

INVOICE

FOR OSHD PROJECT
CONT. #6650

PRIME - WARREN N.W. PORTLAND

COPY OF ACK. TO JMT

20-30#

SALES TAX ☐ YES, IF NOT, EXEMPTION NO. _____ OR

REASON NO TAX OREGON

FORM S-123

RECEIVED
DEC 19 1966

COMMISSIONERS
GLENN B. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

SU-466(4)

(6452)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

December 15, 1966

Oregon State Highway Commission

Re: C. H. Parkway Co., et al.
L-4938 R-37841
Sunset Highway-Pacific
Highway Section
Beaverton-Tigard Highway

Gentlemen:

This is to keep you informed of developments in case involving the acquisition of the right of way from C. H. Parkway Company at Cedar Hills required for the above named highway.

As you know the scheduled trial of the case which was to have commenced on November 28, 1966 was continued until December 29, 1966 as a result of questions raised by the Bureau of Public Roads to the adequacy of the State's appraisals and the threatened loss of Federal participation.

Further communication with Bureau personnel indicated its requirement that an economic survey of the area be made in conjunction with a "before and after" appraisal of the entire shopping center to determine whether there were damages to the remainder or special benefits which might be set off against such damages, if they exist.

Real Estate Research Corporation of San Francisco, an expert in the field, was contacted to make such a study and appraisal. This company advised it would be impossible to complete such a study and appraisal prior to February 15, 1967, let alone December 29, the date to which the original trial was continued.

A motion was thereupon filed before the Court to further continue the case to April 4, 1967. The attorney for the property owner appeared in opposition to our motion for continuance. In argument he urged the Court that there had already been one continuance; that the property owner had been laboring under the threat of a taking for highway purposes for at least four years; that it had been impossible to further develop its property until the State's plans were complete and the taking effected; and that he could not consent to the setting over unless the Commission was prepared to take possession of the property at the present time and to make a deposit of the estimated just compensation to which the property owner was

entitled. (Under ordinary procedure the Commission could try a case and, if possession had not been taken, could elect not to take after the verdict.)

The State could have at this time filed a motion for voluntary non-suit and dismissed the present proceeding; however, if this were done, it would be necessary to re-file the case at a later date since this property is necessary for future highway construction. In such event the evaluation date of the property would be the date of the filing of the new complaint.

Property values have increased tremendously since filing the now pending case. Much difficulty has been experienced in this regard in other cases we have tried involving rights of way in the vicinity. It is the opinion of our Chief Trial Attorney, shared in by our staff and myself, that the increase in price based upon a new valuation date from the filing of a new proceeding would far exceed any consideration that might be given to the taking of immediate possession.

Upon hearing the adversaries' attorney the Court concluded that the case could be conditionally reset for April 4 provided possession was taken by State and a deposit was made in the registry of the Court at the present time of $750,000.00. The Bureau of Public Roads' policies and procedures also require depositing at least 75% of the fair market value prior to taking possession of a proposed right of way.

I have therefore confirmed with the Highway Engineer's office the necessity for ultimately acquiring this property for highway purposes and have executed the necessary vouchers and certificate to make the aforementioned deposit on the basis that taking immediate possession under the circumstances is in the best interest of the State and Federal Government.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:hg

CC Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. Floyd Query
Mr. D. H. Moehring
Mr. C. H. Maison
Mr. Robert Y. Thornton

RECEIVED
DEC 16 1966
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
DEC 13 1966

FOR FILE

Form CO-121 (11-63) (Previously U.S.C. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Moehring

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 8, 1966

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project US-466(3)
Sunset Highway - Wood Street
Parcel 37841, Parkway

Please refer to Right of Way Engineer D. H. Moehring's letter of December 6, 1966, requesting our approval for the State to retain Mr. Paul Fullerton of San Francisco, an expert in shopping center development, to undertake a study of the C. H. Parkway Company taking at the Cedar Hills Interchange. It is our understanding that Mr. Fullerton is associated with Research Development, Inc. The letter further requests our approval for you to retain a contractor to prepare a cost estimate of the work involved in the event that the appraisal prepared by Mr. Fullerton requires a cost estimate of construction.

It is our understanding that you anticipate that C. H. Parkway Company may claim extensive damages to their parking lot due to the taking and a diversion of traffic from Southwest Parkway to Southwest Wilshire Street. While such a diversion of traffic would not appear compensable, we believe it to be appropriate for you to undertake a study as to any possible damages that may result from the taking, particularly along Southwest Parkway Street.

In addition, we believe that Mr. Fullerton should not limit his study merely to the parking lot, but should examine the effect of the taking on the remaining property which will now be located at the junction of two major freeways connected by an interchange that provides access to the shopping center. There may be other aspects of the problem which you believe will be necessary for him to explore.

NOTED
F. B. KLABOE

We will approve Federal participation in the cost of securing the additional appraisal and estimating work. Your appraisal contract should follow your routine procedures for contracting of appraisals.

orig to Moehring
12-9-66

copy to Young
12-13-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 80M 7-66

RECEIVED
DEC 8 - 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Count
Bld
Hwy-Eng
Sunset-Caldrk

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 6, 1966

File No. 37841-Parkway
Sunset Highway-Denny
Road Section
Beaverton-Tigard Highway
Washington County

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Attention: Mr. C. J. Mathias

Dear Sir:

Your concurrence is requested in the retention of Mr. Paul Fullerton of San Francisco, an expert in shopping center development, to undertake a study of the C. H. Parkway Company taking on the Cedar Hills Interchange Section. This matter was discussed with you on December 5, 1966.

In the event the appraisal prepared by Mr. Fullerton requires a cost estimate of construction, your approval is requested to retain a contractor to prepare a cost estimate of the work involved.

As a further thought on this particular file, the matter of C. H. Parkway Company agreeing to a taking without the payment of damages to their remaining property was agreed to by Mr. Holbrook, a former Vice President of Commonwealth, Inc., the parent company of Parkway. We secured an option on the property without the payment of damages, but the option was never exercised because of reasons of which you are aware and it has been determined that because of a conflict of interest a taking by eminent domain is necessary.

The matter of a taking without consideration of damages will, of course, not prevail in the eminent domain proceeding. We

are confronted with this situation nearly everytime we are involved in an eminent domain action; the unacceptable settlement which was worked out before an action is filed is far different from the answer submitted by an owner's attorney.

Please advise as to your concurrence in the retention of the before-mentioned appraiser.

Very truly yours,

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:JP
cc: R. L. Porter
F. B. Klaboe
C. H. Maison
L. H. Young
G. E. Rohde
C. Smith
J. K. Scott

STATE HIGHWAY ENGINEER

RECEIVED
NOV 29 1966
FOR FILING
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD GUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

November 28, 1966

NOTED
R. L. PORTER

Oregon State Highway Commission

Re: State of Oregon vs.
C. H. Parkway Company, et al.
L-4938 R-37841
Sunset Highway-Pacific Highway Section
Beaverton-Tigard Highway

Gentlemen:

As I have previously informed you the C. H. Parkway Company condemnation case, involving its shopping center property at Cedar Hills, was to have commenced November 28, 1966.

During the course of our preparation for trial we were confronted with an unforeseen circumstance, in the form of objections by the Bureau of Public Roads to our proceeding to trial. These objections have caused us to seek and obtain a continuance of the case with a trial date tentatively set for the latter part of December.

The attached copy of the letter received from the Bureau on Friday, November 25, 1966, indicates a serious problem on obtaining federal participation in any jury award should we proceed to trial with the appraisals we now have. Basically, we have considered our appraisals appropriate, admissable and prepared by qualified appraisers. In view of the objections made at this late date by the Bureau, however, we feel the case should be continued until all matters have been resolved with the Bureau personnel to the end that there will be no question as to federal participation upon completion.

I will keep you advised as to further developments.

Very truly yours,

G. E. ROHDE
Chief Counsel

FCMcK:hg
CC - Mr. R. L. Porter
Mr. D. H. Moehring
Mr. Robert Patterson
Attachment

RECEIVED
NOV 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 7 - 1966

Form 1320-1 (11-65) (Prev. ed. not usable)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 23, 1966

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project US-466(3)
Sunset Highway - Wood Street
Parcel 37841, L-4938, C. H. Parkway Company

It is our understanding that the above-mentioned property is scheduled for condemnation on November 28, 1966. We further understand that the State's appraisals are on a taking basis only, and were not made on a before and after basis.

We approved this procedure based upon your letter of July 2, 1965 in which it was indicated that a modification in the interchange would permit you to appraise the taking without consideration of damages to the shopping center property. At that time we had been informally advised that the owner of the property would not claim damages if the modification was made in the interchange.

We now understand that the property owner is demanding $1,200,000 - including damages to his remaining property. Under these circumstances we believe it would be ill-advised to go to trial with appraisals which are on a taking basis only, and we further believe that the State should have appraisal testimony from an appraiser with experience and background in appraising shopping center properties.

We believe every effort should be made to set this trial over, in order to prepare additional valuation testimony in order to refute the property owner's claims of $1,200,000 for taking and damages. Federal participation in any right of way settlement or court award is based upon the State's securing adequate appraisal background, as set forth in the preceding paragraph.

RECEIVED
NOV 25 1966

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 27 1965

FILE

Form DOT-1320-1
(11-62)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Const
R/W
Hwys
Spec

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 17, 1965

In reply refer to: 08-35.7

SUBJECT: Oregon Project US-466(3), Sunset Highway-Woods St.
Parcel 37841, C. H. Parkway Company

Please refer to Chief Counsel G. E. Rohde's letter of September 13, 1965 requesting our advanced approval, for Federal participation, of a proposed settlement of $825,000 with the C. H. Parkway Company covering acquisition of approximately 18 acres of land improved with a service station, trade fixtures and signs.

It appears that negotiations have been limited to the transmittal of an offer with swift State acceptance of the owner's counter proposal. We do not consider this a proper basis for participating in a settlement that exceeds the high appraisals by $32,000.00 and exceeds the low appraisals by $77,000.00. It is also noted that the appraisal review includes $21,764.00 for signs, but that they could be moved for $7,730.00. The appraisals indicate that moving the signs would be satisfactory to the owners and that the "Cedar Hills" sign would not have to be purchased. We believe negotiations should start on the basis of moving the signs.

On Block 47, in addition to a well and sign, there is an easement to the State for a sewer line that connects to a trunk sewer constructed at an undisclosed location. The location of this trunk sewer across other lands that are to be acquired is not indicated. Inasmuch as the land value estimate was over $40,000 an acre full information should be transmitted to the appraisers as to the location of the easements and actual existing sewer facilities as they could effect the value of the land. We require such an appraisal analysis as a basis for Federal participation.

Any settlement should clearly outline the extent and degree of the State's obligation to provide a new well. Has the question of connecting to other sources such as public water systems versus providing a new well been analyzed as to alternate costs?

Based on the above we believe the settlement substantially exceeds the appraisals and we cannot approve Federal participation on the basis outlined in Mr. Rohde's letter. We recommend negotiations be undertaken only after a reanalysis of the factors outlined in the preceding paragraphs and be on the basis of the review appraisal as it may be revised.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

orig to Rohde 9-21-65
copy to Young 9-27-65

RECEIVED
SEP 15 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Chief
C/H
Hwy - Eng
Spec

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 13, 1965

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Re: File No. 37841 - C. H.
Parkway Company
Sunset Highway-Woods St.
Section
Beaverton-Tigard Highway
Washington County

Dear Sir:

The appraisals of the above taking have been reviewed at $793,000. This figure includes the taking of approximately 13 acres of land, a service station, trade fixtures therein, and signs in the taking. The figure does not include a well within the taking used for air conditioning in the buildings in the Cedar Hills Shopping Center.

Our appraisers have not recognized any damages by reason of the taking nor have the owners indicated that their remainder property is damaged. However, if we went to court with them, their demands could change. They have indicated that they will accept $825,000 in settlement for the taking. We feel that a settlement at this figure would not be a substantial increase over appraisal and, as such, is reasonable and justifiable. We recommend that it be accepted.

I would appreciate your reviewing this file and advising us whether or not you would approve participation in this figure if we were to obtain an option.

Very truly yours,

NOTED
F. B. KLABOE

G. E. ROHDE
Chief Counsel

RWS:mc;hg

CC - Carl E. Smith
F. B. Klaboe
L. H. Young
M. R. Mitchell

RECEIVED
SEP 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 28 1966

FOR FILING
SU-466(4)
6650

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 27, 1966

To: Memo to the Files

SUBJECT: Southern Pacific Overcrossing-
Pacific Highway West
Contract No. 6650

The decision has been made to include the complete interchange at Progress on the next project. In anticipation of this, we have negotiated with the contractor to lower the grade in the area so as to better fit the future facility.

He has been very uncooperative, demanding much more than we feel is justified and appears to be using it as a crutch to find claims for more time and, possibly, more money.

Under the circumstances, I have instructed Mr. Rulien to discontinue negotiations and to build the planned section except that he is to reduce the surfacing that will eventually be removed as much as he feels is safe.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
F. D. Morgan
L. W. Rulien

RECEIVED
APR 28 1966

FOR FILING

Form CD-121 (11-63) (Prec. by A.O. 286-10)

UNITED STATES GOVERNMENT

Memorandum

Rohde

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 25, 1966

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C. J. Mathias
C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project US 466(3)
Sunset Highway-Wood Street Section
Parcel 37845 - Webb

Chief Counsel G. E. Rohde's letter of April 21, 1966 requests assurance of full Federal participation in the cost of securing a third appraisal on the above mentioned property. It is our understanding that the valuation of this property is complicated by the necessity to replat the subdivision to provide proper street patterns and other considerations. Based upon the recommendations of your Chief Counsel we will approve Federal participation in the cost of securing a third appraisal. If a fee appraisal is to be secured the State must comply with IM 21-2-63 concerning fee appraiser's fees and contracts.

orig to Rohde 4-26
copy to young 4-27-66

RECEIVED
APR 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM S-1201 REV 7-65

RECEIVED
APR 26 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. BRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

U-416(1)
6652

Klaboe

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
APRIL 21, 1966

MR. A. W. PARSONS, DIVISION ENGINEER
U.S. BUREAU OF PUBLIC ROADS
477 COTTAGE STREET NE
SALEM, OREGON

FILE NO. 37845 - WEBB
SUNSET HIGHWAY-PACIFIC HWY. SEC.
BEAVERTON-TIGARD HIGHWAY

DEAR MR. PARSONS:

SUBJECT FILE CONCERNS A TAKING FROM AN UNDEVELOPED BUT PLATTED SUBDIVISION. OUR APPRAISAL REVIEW SETS FORTH $34,850 AS JUST COMPENSATION. ALTHOUGH MR. GEORGE W. MEAD, ATTORNEY FOR THE DEFENDANTS, HAS NOT FILED AN ANSWER, PAST EXPERIENCE INDICATES THAT HE WILL HAVE TWO OR MORE APPRAISERS.

THE NATURE OF THE TAKING AND ITS EFFECT UPON THE REMAINDER PRESENTS A COMPLICATED PICTURE INVOLVING, NECESSARILY, REPLATTING OF THE SUBDIVISION TO PROVIDE PROPER STREET PATTERNS AND OTHER CONSIDERATIONS.

IN VIEW OF THE FOREGOING, OUR TRIAL ATTORNEY IS OF THE OPINION THAT A THIRD APPRAISAL IS REQUIRED FOR TRIAL PURPOSES. I AM IN COMPLETE ACCORD WITH HIS RECOMMENDATION.

WE THEREFORE ARE ASKING FOR YOUR ASSURANCE OF FULL FEDERAL PARTICIPATION IN THE COST OF THIS ADDITIONAL APPRAISAL.

VERY TRULY YOURS,

G. E. RONDE
CHIEF COUNSEL

NOTED
F. B. KLABOE

MHM:CPL
CC: M. R. MITCHELL
F. B. KLABOE
L. H. YOUNG
L. B. HAMPTON
C. E. SMITH

2
OFFICE OF
THE HIGHWAY ENGINEER

FORM E-[illegible] 8ON 7-65

COMMISSIONERS
DUENE L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. CRIDLEBAUGH, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER

RECEIVED
APR 26 1966
FOR FILING
SU-466(4)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 22, 1966

Mr. A. W. Parsons
Division Engineer
477 Cottage Street N. E.
Salem, Oregon

File No. 35587 [L-4806]
Cory
Sunset Highway-Beaverton
South City Limits Section
Beaverton-Tigard Highway
Washington County

Dear Sir:

I am enclosing two copies of Sheet No. 4 of the Right of Way Plans covering the above file. These are to replace the uncorrected copies sent to you in our letter of April 13, 1966.

Very truly yours,

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:JP

Enclosures [2]

cc: R. L. Porter
L. H. Young
G. E. Rohde
H. H. Ward
H. R. Mitchell

NOTED
R. L. PORTER

RECEIVED
APR 21 1966
FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: April 14, 1966

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project US-466(2)
Sunset Hwy.-Beaverton S. City Limits Section

Please refer to your Office Engineer's letter of April 12, 1966 which submitted two copies of revised right of way plans Sheet No. 4 of the subject project.

The plan was submitted to our office to correct the Insert on File #35587 - Cory. Information from your Appraisal Section indicates that the remaining property is larger than the 1.4 acres shown on your revised plan.

Before we can approve the new plan, please determine the correct size of the remainder and so indicate on the plans.

REFERRED TO
w/ encl.
By Asst. State Hwy. Engr.
4-21-66

RECEIVED
APR 1 5 1966
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 14 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH MIDDLETON
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

NOTED
R. L. PORTER

Porter

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 13, 1966

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

File No. 35587-Cory
Sunset Highway-Beaverton
South City Limits Section
Beaverton-Tigard Highway
Washington County

Dear Sir:

Mr. Mathias, in a conversation with Mr. Milner Mead on April 7, 1966, asked that the Right of Way Plans be corrected to show the entirety of this property within the Insert. Sheet No. 4 of these plans has been corrected, and two copies are enclosed for your information.

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:JP

Enclosures [2]

cc: R. L. Porter
L. H. Young
G. E. Rohde
M. M. Mead
M. R. Mitchell

NOTED
F. B. KLABOE

RECEIVED
APR 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 4 - 1966
FOR FILING

SP*6416-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1966

To: Mr. D. H. Moehring
Right of Way Engineer

Office

SUBJECT: File R-38346 - J. Peterkort
Sunset Highway-Pacific Highway Sec.
(Cedar Hills Section)
Beaverton-Tigard Highway

George Rohde and myself are still considering the possibility of being able to control access to the above property without the necessity of filing a complaint to purchase the same. Under our prior transaction with Mr. J. Peterkort, I am informed that we did not specifically mention the acquisition of access rights and, in fact, as part of the settlement, agreed to construct five approaches. Two of these approaches were to have been adjacent to the property in the above file, and were located opposite Highway Engineer's Stations 3148+50 and 3160+00, on the north side of said highway.

In order to assist us in making a final determination on the above case, I would appreciate it if you could obtain answers to the following questions:

(1) Were these approaches ever actually constructed?

(2) If they were constructed, have they since been physically eliminated by reason of additional construction or for any other reason?

(3) Did the original construction involve one or two lanes?

(4) If only one lane was constructed initially, was it the present eastbound or westbound lane?

(5) If only one lane was constructed, when was the second lane constructed?

(6) Could you have someone personally visit the property and take pictures at the locations of the two above-mentioned accesses, and also

pictures of any other approaches to the property via the Sunset Highway, Barnes Road, or other public ways?

All of these physical facts will have a bearing on the ultimate decision of whether we believe we can fence the Peterkort property and let him initiate any action, or whether we have placed ourselves in a position where we will have to admit he does have vested access rights which we must purchase.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: F. B. Klaboe
G. E. Rohde

RECEIVED
MAR 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-30X—60M—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1966

To: Mr. H. S. Cox
County and City Engineer

SUBJECT: File R-38346 - J. Peterkort
Sunset Highway-Pacific Highway Sec.
(Cedar Hills Section)
Beaverton-Tigard Highway

B u i l d i n g

On July 13, 1965, the State and Washington County entered into an agreement concerning the construction of the Sunset Highway-Pacific Highway Section of the Beaverton-Tigard Highway. In examining this agreement, along with a prior agreement of several years ago which involved the interchange at the Cedar Hills Shopping Center, it is noted that neither agreement with the County releases jurisdiction to the State of that portion of Barnes Road lying between the northerly interchange leg and the Barnes Road connection with the Sunset Highway. I have been informed by Mr. Huntley and Mr. Shaw that, as a practical matter, we have been maintaining this section of Barnes Road for several years.

We have recently been requested to purchase all the access rights of an abutting owner named J. Peterkort. Mr. Peterkort owns property abutting Barnes Road and westerly for a considerable distance along the Sunset Highway. Our initial acquisition in the early 40's did not include the acquisition of any access rights to either the Sunset Highway or Barnes Road, since there was no throughway law at that time. We have not been requested to acquire any real property from Mr. Peterkort other than whatever access rights he may have. Our appraisers inform us that if he does have access rights the cost to the State may be in the vicinity of $50,000 to $60,000. Our present thinking is that we may be able to control his access to the Sunset Highway and a portion of Barnes Road under police power, now that the Sunset Highway is a throughway, and since there are other public ways which serve Peterkort's property besides the Sunset Highway and Barnes Road.

I would appreciate your comments and suggestions as to whether or not you believe it would be possible to amend our existing agreements with Washington County in this area

to give the State jurisdiction over Barnes Road in the area where we have maintained for many years, so that it could be incorporated into the Sunset Highway as part of the throughway system.

Mr. Harwell is acquainted with this problem since he showed me the original agreement and held the telephone conversation with B. P. Huntley.

I would be more than willing to discuss this matter further with you at your convenience.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: F. B. Klaboe
G. E. Rohde

RECEIVED
OCT 20 1965
FOR FILING

Form CO-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Moehring

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 12, 1965

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project US-466(3)
Sunset Highway - Wood Street Section
Parcel 37839, Peterkort

Please refer to Right of Way Engineer D. H. Moehring's letter requesting our participation in the costs of securing an additional appraisal on the Peterkort property.

It is our understanding that you wish to secure the services of an appraiser who specializes in the valuation of service station sites, in order to determine whether or not a portion of the Peterkort property has the highest and best use for a service station facility. Evidently this is the position taken by your staff appraisers. Based upon this understanding, we will approve Federal participation in the cost of the additional fee appraisal.

In accordance with Instructional Memorandum 21-2-63 dated February 27, 1963 the appraisal must be obtained pursuant to a written understanding between the appraiser and the State, providing for reimbursement on the basis of a lump sum fee established in advance of the assignment.

If the appraisal should indicate that damages will result to the property because of loss of access to the Sunset Highway and reasonable access remains to the property via Barnes Road, then Federal funds could not participate in such damages in accordance with paragraph 6k of PPM 21-4.1(3), dated October 17, 1963.

RECEIVED
OCT 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

C 30° C.L.
Δ = 4° 16'
T = 426.86'

West Bound ℄
0° 06.816 C.L.
Δ = 1° 36'
T = 704.30'
L = 1408.51'

E.B. 3171+89.54 P.T.

L2 3172+98.86 POT.
W.B. 3172+98.86 P.C.

(Access Only)
38346 . 3289

3170

R/W Purchased 1936

3175

S61°50'30"E (True)

Deed R.W. 3033

Deed R.W. 7351 S 52° 25' 16" E

S63°20'30"E 1099.4

Existing R/W Line Jan. 1946

3289 B ①

Deed R.W. 9225

37839 0.13 S. 61° 50' 30" E.

0.55 Ac.

37959

37958

0.03 Ac

0.02

Deed R.W. 9442

0.4
2.65 Ac. Rt

+17.29

+00

+50

+00

N 60° 42' 05" W

37840

0.06 Ac.

37939
3.59 Ac. Rt.

Ac. Rt

0.22 Ac.

S 03° 16'

0.06 Ac.

Deed R.W. 8876

12794

53+70+89.54 POC (12' Rt)
G 76+82.18 90°

J. Peterkort Co
343-113

T.B. Peterkort
T.A. Ditmars
389-672

N82°16'12" W 1099.4

Loma Linda University
515-84

Gaea Inc.
527-356

M+88+14.95 P.T.

M+86+80.26 P.C.

M
16° C.L.
Δ = 21° 33' 07"
T = 68.15'

35.36 P.O.T.

FORM R-123X SOM 2-65
RECEIVED
OCT 13 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FOLLETT, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
F. B. KLABOE

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

File No. 37839-Peterkort
Denny Road-Sunset Highway
Beaverton-Tigard Highway
Washington County

Dear Sir:

We have two staff appraisals on the subject file, and in both cases the appraiser has found a damage to the remaining property because of the loss of access to the Sunset Highway. This would be in conflict with paragraph 6k, PPM 21-4.1.

I would like to hire Mr. Robert Newell, a fee appraiser, to make an appraisal of the property. Mr. Newell specializes in service station sites, and I would like to have the benefit of his opinion as to whether the Peterkort property would have a highest and best use as a service station site, also, whether the property would suffer a damage for this highest and best use if access to the Sunset Highway were denied.

Please advise whether you would consider participating in the services of Mr. Newell on this file.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

D. H. Moehring
Right of Way Engineer

DHM:mk

Attachment

cc: F. B. Klaboe
L. H. Young
G. E. Rohde
M. R. Mitchell

RECEIVED
OCT 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 3 - 1966
FOR FILING

FORM 6-70 REV. 7-64 SM *6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1966

6650

To: Mr. F. B. Klaboe
Assistant Highway Engineer

SUBJECT: State vs. Oscar H. Clark, et al
File R-37284
Sunset Highway-Pacific Highway Sec.
Beaverton-Tigard Highway

502 K.

Building

L

As per your request of February 28 with respect to our reply to Mrs. Oscar Clark's letter, please find attached hereto a copy of my reply to Mrs. Clark, a copy of my letter to her attorney, Richard Bemis, and a copy of his reply thereto.

NOTED F.B. KLABOE

According to our file on this acquisition, it appears that a considerable number of changes were made in our original plans. The first review appraisal of April 12, 1965, indicated a taking of 1.4 acres with access via a frontage road. The second review on August 27, 1965, indicated a taking of 0.76 acre with the remainder landlocked. The last review, dated January 3, 1966, indicated a taking of 1.7 acres, with no access to the new highway but, according to the map, the remainder could be served by an existing or publicly platted road. Based on the last taking, negotiations with the owners began on January 17, 1966, and continued until our letter of offer dated February 9, 1966. Following our letter the owners were again contacted on February 11 and February 15, 1966. In my letter of February 25 to Mrs. Clark we requested possession by March 29, 1966, since it is my understanding that bids will be opened on April 28.

Our offer in this case is for virtually a new home and 1.7 acres of property in the sum of $26,550. The owner has requested $41,000. Our Property Manager has appraised the house, garage and barn for salvage in the sum of $5,600 and believes that with adequate time for removal he may receive even a larger return.

In view of Mr. Bemis's request that we get possession by court order, we are asking the Chief of the Trial Section to immediately file a motion for possession. We will have

him clear with Construction, Right of Way and Property Management to obtain the order and date of possession at the earliest possible and most reasonable date.

Frank

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
attachments

cc: D. H. Moehring
Bob Patterson
Bill Haskin
G. E. Rohde

RECEIVED
MAR 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

him clear with Construction, Right of Way and Property Management to obtain the order and date of possession at the earliest possible and most reasonable date.

Frank

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
attachments

cc: D. H. Moehring
Bob Patterson
Bill Haskin
G. E. Rohde

RECEIVED
MAR 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

MAURICE W. SEITZ
STEWART M. WHIPPLE
RICHARD C. BEMIS

LAW OFFICES OF
SEITZ, WHIPPLE & BEMIS
101 STANDARD PLAZA
PORTLAND, OREGON 97204

TELEPHONE
223-7378

February 28, 1966

Mr. Frank C. McKinney
Assistant Attorney General
Oregon State Highway Commission
Salem, Oregon

RECEIVED
MAR 1 1966
LEGAL & RIGHT OF WAY

Re: State vs. Clark
R 37284

Dear Frank:

Thank you for forwarding to me the copy of the letter received from Mrs. Clark. As soon as we have completed our appraisals we will file our answer and in the meantime it is understood that no application for default will be made.

In view of my clients' attitude toward possession we would request that possession be taken only pursuant to order of the Court.

Yours very truly,

SEITZ, WHIPPLE & BEMIS

Richard C. Bemis

RCB:jm

February 25th, 1966

Mrs. Oscar H. Clark
12910 S. W. 72nd Avenue
Portland, Oregon 97223

Re: State of Oregon vs.
Oscar H. Clark, et al
File No. 8-3714
Sunset Highway-Pacific
Highway Section
Beaverton-Tigard Highway

Dear Mrs. Clark:

This will acknowledge receipt of your letter of February 15th, 1966, concerning subject file.

According to information we have, you are represented by Attorney Richard C. Bemis. It thus becomes necessary that all contacts with you must be made through him. A copy of this letter is being sent to him.

According to directions from Mr. Bemis, we filed a condemnation action and will proceed to deposit funds into Court to be drawn down as the Court may direct.

Once the action is filed the State is entitled to immediate possession. In order to set a definite date on which you can rely to vacate the house and garage on the property being acquired, this letter will serve as official notice that the premises be vacated by March 29th, 1966. This is necessary in order to clear the right of way for awarding a contract.

In order to prevent theft and vandalism, we request that you forward the keys to us on the date that you vacate the property. For your convenience, there is enclosed a self-addressed envelope, together with a small envelope for the purpose of forwarding the keys to us.

While not being a pleasant situation, I trust this letter will help to settle any uncertainties about vacating. Should there be anything further, we will be glad to hear from your attorney.

Yours very truly,

G. D. NOBLE
Chief Counsel

By

FRANK C. McKINLEY
Assistant Counsel

Enc.

AIR:co

cc to: Richard C. Bemis
D. H. Moehring

February 25, 1966

Mr. Richard C. Bemis
Seitz, Whipple & Bemis
101 Standard Plaza
Portland, Oregon 97204

Re: State vs. Oscar H. Clark, et al
Our File R-37284
Sunset Hwy.-Pacific Hwy. Section
Beaverton-Tigard Highway

Dear Dick:

The Right of Way Division in Salem received a letter from your client on February 21, 1966 which was written on February 15, immediately prior to your letter of February 17. Apparently the reason it was not received earlier was because it was addressed to the Portland office rather than to Salem.

In any event, we have forwarded a reply to Mrs. Clark and I am enclosing herewith a copy of her letter to us and our reply thereto. We certainly do not intend to bypass you in this matter, but felt that she might appreciate a direct reply from us on a couple of items.

Hope all is well with you and your family. We are still planning to visit you in the near future.

Sincerely,

G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
enclosures

cc: G. E. Rohde

FORM H-30 SOH 3-65 SP*6470-794

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1966

SUBJECT: File No. 37284-Clark
Beaverton-Tigard Highway
Section
Pacific Highway

To: Mr. F. B. Klaboe
Assistant State Highway
Engineer

ADMINISTRATION

The hand-written letter from Mrs. Oscar Clark, which you forwarded to this office, was a response to a legal letter of offer. A filing in condemnation has already been made on this property, and further correspondence with Mrs. Clark will be handled by one of our staff attorneys. When a reply has been made to Mrs. Clark, I will have a copy forwarded to you.

G. E. ROHDE
Chief Counsel

By D. H. Moehring
D. H. Moehring
Right of Way Engineer

DHM:mk

Attachment

cc: G. E. Rohde
Victor D. Wolfe

RECEIVED
FEB 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
BY SECRETARY

Mrs. Oscar A. Clark
12910 S.W. 72nd Ave.
Tigard, Oregon 97223
2/15/66

State Highway Commission
Post Office Box 02157
Portland, Oregon 97202

2378

FEB 16 66

Dear Sirs:

In regards to your letters of 1/28/66 and 2/9/66 regarding our moving by the 15th of March, I would like to have a few words about this. After making us sit for the last 7 years not knowing when or if you were going to acquire this property, and changing your minds 3 or 4 times during that time, then all of a sudden you send your men around giving us notice you want to let contracts for this portion and want us to get out by mar. 15th, 2

V/

think you are being inconsiderate, undemocratic, and unreasonable. After all, your department has put us ~~all (illegible)~~ through, & should think your conscience would be a little more giving instead of being selfish. You use all the psychology you possibly possess in dealing with people to steal their property and use your authority to push people around. After all we are all taxpayers and deserve to be treated as free Americans.

Our children are in school and school will not let out till June 5th, and the upset & moving during school is out of the question. And not only that, but if you

are not going to pay us what our property is worth we will have no finances to acquire another place, where are we suppose to move, out on the street ?? Or will you pay our rent for the time we will have to wait on our money? What a laugh!!, Even if we accept your offer, we still wouldn't get any money for 8 weeks, who do you think you are, putting a family out without a place to go?

If you want to be fair, I think you have a few corrections to make—

~~I~~

About 4 years ago we wrote and asked your Dept. if you were going to acquire

this property, because we had been living in a 20 x 24 garage ~~for~~ since 1957, having 3 children we needed a bigger place, and so we wanted to know if we should build a house here or not, because we had acreage elsewhere we could build, if we knew you were going to acquire this property. But your department didn't have the concern enough to answer our letter so we would know your plans.

I guess thats all I have to say. I'd appreciate if you'd give this due consideration, and give us a little more consideration as to moving by March the 15th. Thank you!

Sincerely, Mrs. Clark

Form CO-12: (1-65) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

SU-466(4)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
6650 Salem, Oregon

DATE: January 11, 1966

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(3)302, Sunset Interchange - Fremont Bridge Section
Parcel 35493, Sprague

Oregon Project US-466(2)
Beaverton - South City Limits Section, Sunset Highway
Parcel 32849, Drake Investment Company

Please refer to Chief Counsel G. E. Rohde's letter of December 3, 1965, requesting our advanced approval of a proposed settlement of $133,150, covering the above-mentioned parcels. In addition to this letter, supplemental information indicates that the State's appraisers have adjusted their value estimates to the date of taking. It is our understanding, based upon your report of condemnation cases settled, that the breakdown of the settlement is as follows:

Parcel 35493	Review appraisal, $120,800	Settlement, $129,700
Parcel 32849	Review appraisal, $2,800	Settlement, $3,450

Based upon this additional information we will approve Federal participation in the proposed settlement of $133,150 with allocation to the individual projects as noted above. If the owner still intends to rent, it is our understanding that you intend to secure a rental agreement at this stage of the negotiations.

copy
REFERRED TO
By Asst. State Hwy. Engr.
1-13-66

1-13-66

RECEIVED
JAN 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 17 1965
FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 20-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 973[illegible]

DATE: December 15, [illegible]

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer JHK for
Salem, Oregon

SUBJECT: Oregon Project US-466(2)
Sunset Highway - Beaverton South City Limits
Right of Way, Revised Project Agreement
(L. H. Young's ltr, 12-3-65)

Returned herewith are the approved right of way plans reflecting the program and project agreement revisions. Federal participation is subject to the provisions of PPM 21-4.1 dated December 30, 1960.

The revised project agreement will be forwarded for your approval under separate cover.

Enclosure

REFERRED TO
L Young w/cards.
BY ASST. STATE HWY. ENGR.
12-17-65

RECEIVED
DEC 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 8 - 1965
FOR FILING

Form CD-121 (11-65) (Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 2, 1965

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

KLABOE
NOE HEARING

SUBJECT: Oregon Project US-466(3)
Sunset Highway - Woods Street
Right of Way

We are returning the approved right of way plans for the subject project. This office authorized the requisition of right of way on May 10, 1965. Federal participation is subject to the provisions of PPM 21-4.1, dated December 30, 1960.

Federal funds will not participate in any payment made for impairment of access on parcels 37839 and 37958 since the properties will have reasonable access to a portion of the public highway system after the taking. This finding is in accordance with paragraph 6k of PPM 21-4.1(3).

The project agreement will be forwarded for your approval under separate cover.

Enclosure

orig to Meeking w/ maps
copy

REFERRED TO
Young
By Asst. State Hwy. Engr. 12-8-65

RECEIVED
DEC 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 2 - 1965

FORM S-80 SCH 5-65 SP*6470-734

FOR FILING

Su-4L6(1)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 22, 1965

SUBJECT: "Baldock Interchange"
Sunset Highway-Baldock Freeway
Beaverton-Tigard Highway
Clackamas County

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

NOTED
F.B. KLABOE

Mr. Brooks, BPR, called our attention to what seems a logical extension easterly of the Beaverton-Tigard Highway from its terminus at the Baldock Freeway. Enclosed is a print of an aerial mosaic on which I have sketched the start of the pattern--with any number of possibilities available for a route from the interchange in to the existing 4-lane section on Country Club Road in Oswego.

While this would be a natural connection, I understand that it would throw an extreme load on the Oswego street system and on the Oswego Highway as people would use this connection in lieu of I-205.

It has been suggested by Mr. Brooks that the County be contacted in regard to this possible connection with the thought that the right of way for at least a short distance from the interchange should be tied up at this time, before development occurs in the area.

Please advise your desires in this matter.

F.D. Morgan
Construction Engineer

By A.D. Olson
A.D. Olson
Urban Engineer

ADO:jp
Enclosure

RECEIVED
NOV 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF TIGARD

12420 S. W. Main Street
TIGARD, OREGON 97223

Telephone 639-4171

November 9, 1965

State of Oregon
State Highway Department
Salem, Oregon 97310

Gentlemen:

Regarding correspondence from Mr. Clayton Klaboe dated October 26, 1965, please be advised that the Tigard City Council on November 8, 1965, approved and it was unanimously carried that the City of Tigard grant the Highway Contract providing the Garden Place Overpass remains open for future negotiation.

Very truly yours,

CITY OF TIGARD

Monnie S. Andrews

(Mrs.) Monnie S. Andrews
City Recorder

MSA/ma

RECEIVED
NOV 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 12 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 2 - 1965
FOR FILING

SU-466 (11)

1655

November 10, 1965

MISC. CONTRACTS and AGREEMENTS No. 2864

Board of County Commissioners
Washington County
Courthouse
Hillsboro, Oregon

Agenda Item
4 j
11-4-65

Gentlemen:

We are enclosing for your records a fully executed copy of a Supplemental Throughway Agreement covering the Sunset Highway-Pacific Highway (I-5) Section on the Beaverton-Tigard Secondary Highway #144 in Washington County.

A conformed copy of the agreement has been sent to the City of Tigard.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: City of Tigard
H. S. Cox
Attn: Don Harwell
(Conformed Copies)

RECEIVED
OCT 27 1965
FOR FILING

October 26, 1965

Oregon State Highway Commission

Gentlemen:

The State of Oregon and Washington County entered into an agreement dated July 13, 1965, relating to construction of a throughway on the Sunset Highway-Pacific Highway (I-5) Section of the Beaverton-Tigard Highway, State Secondary No. 144. This agreement provided for closure of certain streets and roads which are under the jurisdiction and control of the County as well as construction and maintenance of various interchanges and frontage roads.

The agreement also stipulated that the intersection of S. W. 72nd Avenue and Beaverton-Tigard Highway be studied further and subject to a supplemental agreement.

There will be presented at the November 4 Commission meeting a supplemental agreement revising the closures of S. W. Hunziker Street and S. W. Varns Street and providing for construction of a half interchange at S. W. 72nd Avenue and a service road between S. W. 72nd and S. W. 66th Avenues to replace the originally proposed S. W. Varns Road relocation.

I recommend your approval and request authority for the Secretary to sign the agreement for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
H. S. Cox
L. W. Rulien

DNH:mm sw

FORM S-30 5M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SU-461(11)

Salem, Oregon
November 3, 1965

6650

SUBJECT:

To: Mr. R. L. Porter
Deputy State Highway Engineer

L Building

As per your request, I telephoned Mr. Douglas Lowell of Commonwealth on November 2, 1965, with respect to Commonwealth's alleged ownership of a 300-acre tract of property between Avery and Sagert Roads, adjacent to the Baldock Freeway, in Section 25, Township 2 South, Range 1 West, Washington County. Advance planning indicates that this property will probably be used in the construction of an intersection between the Baldock Freeway and I-205. My discussion with Mr. Lowell resulted in the following information.

In April 1965 Commonwealth desired to option approximately 325 acres from various property owners, including one named Sagert, which apparently included the above-described tract. They were unable to obtain options in excess of 184 acres. These options had a 90-day acceptance clause. The purpose for the acquisition was the development of homesites.

Further engineering studies by Commonwealth indicated that there was a lack of domestic water in the area and for this reason it would be impossible to build homesites on the 184 acres. As a result, they dropped their options on all of the property except approximately 49 acres owned by Mr. Sagert.

The approximate 49-acre tract is not the area adjacent to the Baldock Freeway, Section 25, Township 2 South, Range 1 West, Washington County, but instead lies considerably to the north and east in Section 19, Township 2 South, Range 1 East, in Clackamas County. This property is serviced off the Nyberg Road Interchange and via Meridian and Borland Roads.

By sheer accident Mr. John Scott was in Mr. Lowell's office at the time of our telephone conversation, and

through him we obtained a legal description of the said approximate 49 acres, along with a Pacific Title Insurance Company's acreage plot.

According to the advance planning for I-205, the proposed route will be a considerable distance south of this property and Borland Road, and it appears that there is virtually no chance whatsoever that said route will in any manner affect the approximate 49 acres owned by Commonwealth.

It further appears that any rumor to the effect that Commonwealth owned what might be the said interchange area was started by the fact that Mr. Scott was requested to determine if Commonwealth owned any property which would be affected by I-205. During Mr. Scott's conversation with Mr. Lowell he mentioned the Sagert Road area, and Mr. Lowell confused the property with the 49 acres purchased from the Sagerts, thereby informing Mr. Scott that they had made a purchase from Sagert. With this minimum of information a large tract owned by Sagert which is adjacent to the Baldock Freeway, in Section 25, Township 2 South, Range 1 West, Washington County, was platted on our maps as being owned by Commonwealth.

Attached hereto is a photo copy of the legal description and Pacific Title Insurance Company's plat for your information.

FRANK C. McKINNEY
Acting Assistant Counsel

FCMcK:ks
attachment

cc: G. E. Rohde

FORM E-123X SOH 2-65

RECEIVED
NOV 1 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR FILING

Sw. 4 L. (1)

6650

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
F. B. KLABOE

October 21, 1965

RECEIVED
OCT 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Stevens & Thompson, Inc.
8505 S. E. Milwaukie Avenue
P. O. Box 02201
Portland, Oregon 97202

ATTENTION: Mr. Carl R. Reinke

Re: West Slope Interceptor Sewer Relocation
SP Overcrossing-Pacific Highway West
Beaverton-Tigard Highway
Washington County
Contract No. 6650
Project No. SU-466(4)

Gentlemen:

This is to confirm the understanding reached in our conference held here in Salem on September 9, 1965 at which you and Mr. Thomas L. Tye discussed with Mr. Hesla, our designers and myself the need to enlarge the proposed sewer shown on our plans west of the proposed roadbed between Stations 197+15 and 202+60 from 48" to 54" in size.

At that conference you showed us a plan showing the various laterals feeding into this interceptor sewer. Upon examination of this drawing it was apparent that the proposed 48" sewer between Stations 197+15 and 202+60 would not be adequate to provide a capacity equivalent to that which now exists in the present system at this point.

The State will, therefore, install 54" pipe in this area as you requested at no cost to the West Slope Sanitary District. Our field forces have been advised of this and the installation of the 54" pipe is now in progress.

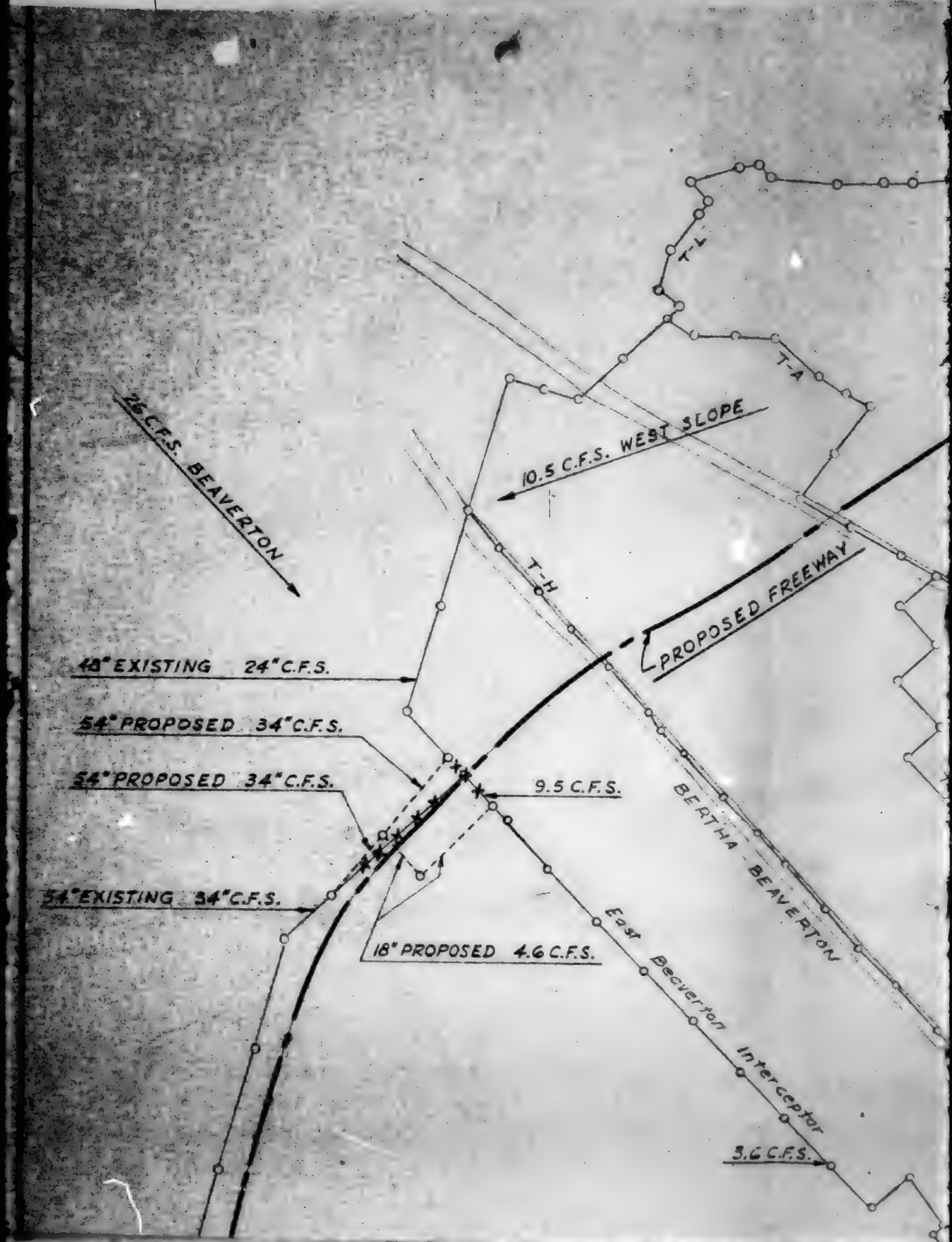
Very truly yours,

F. D. Morgan
Construction Engineer

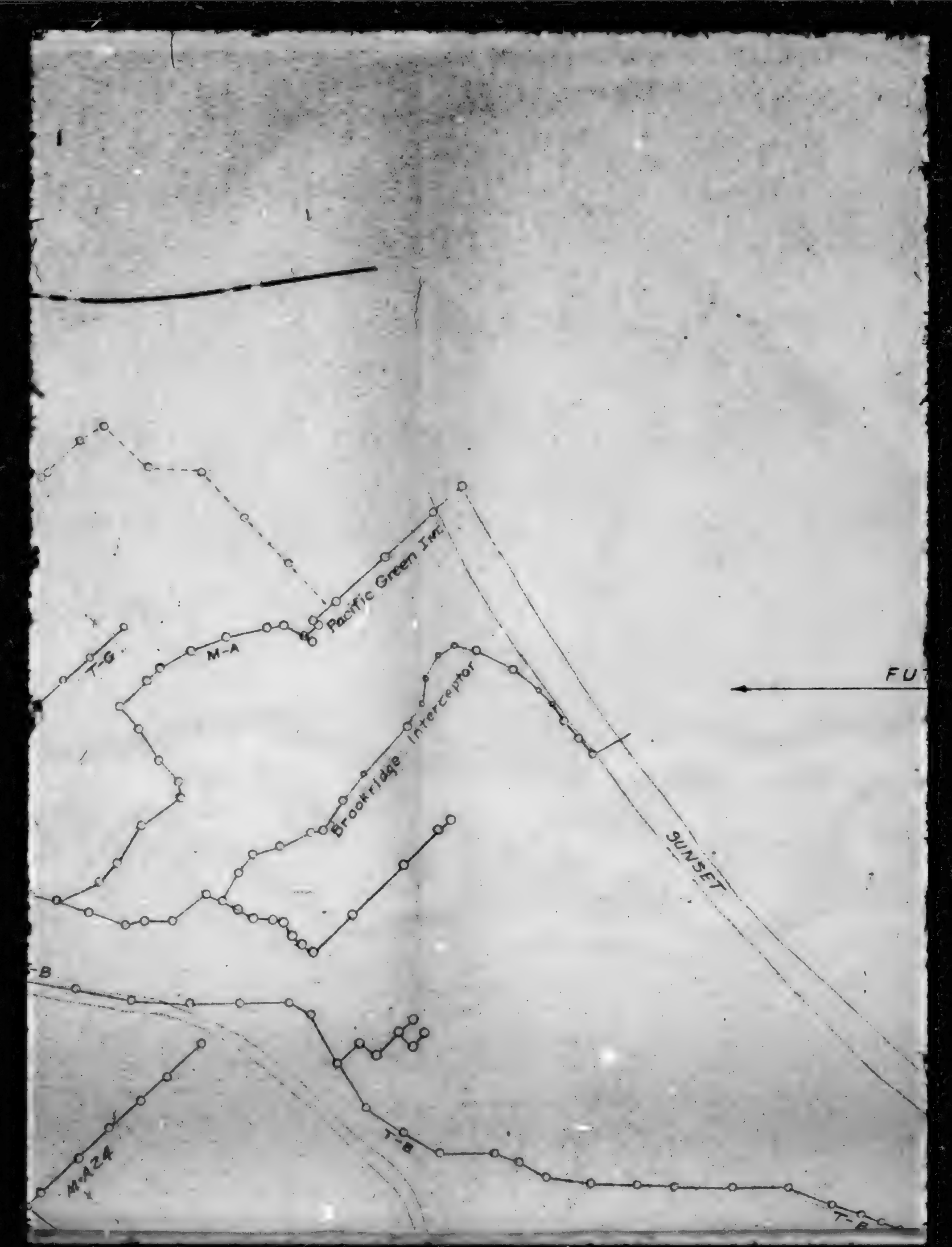
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
cc: West Slope Sanitary District (w/copy of Stevens & Thompson Drawing)
A. W. Parsons (w/copy of Stevens & Thompson Drawing)
F. B. Klaboe " " " "
L. W. Rulien " " " "
D. D. Rohrbough " " " "


T-L
T-A
26 C.F.S. BEAVERTON
10.5 C.F.S. WEST SLOPE
T-H
PROPOSED FREEWAY
48" EXISTING 24" C.F.S.
54" PROPOSED 34" C.F.S.
54" PROPOSED 34" C.F.S.
9.5 C.F.S.
BERTHA BEAVERTON
54" EXISTING 34" C.F.S.
18" PROPOSED 4.6 C.F.S.
East Beaverton Interceptor
3.6 C.F.S.

T-L
T-E
CANYON ROAD
T-E
T-L
T-A
T-B
T-G
M-A
T-B
T-A
T-H
T-D

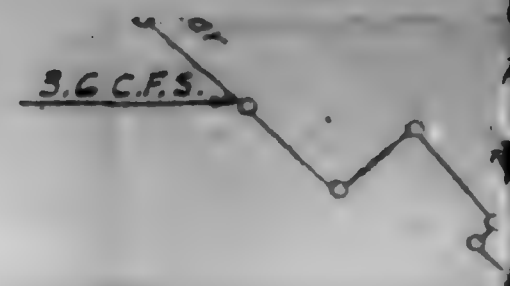

Pacific Green Int.
T-G
M-A
Brookridge Interceptor
SUNSET
T-B
M-A24

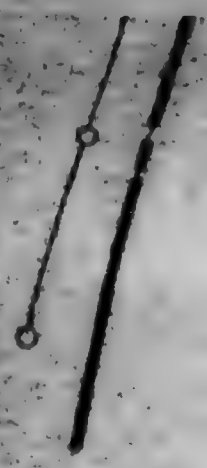
FUTURE AREA 6.0 C.F.S.

HIGHWAY

TURE AREA 6.0 C.F.S.

HIGHWAY





LEGEND

~~XXX~~ LINE TO BE REMOVED

				DESIGNED T.L.T.	APPROV
				DRAWN T.L.T.	SCALE
				CHECKED C.R.R.	FILE
DATE	NO.	REVISION	BY		

T-D

T-F

HIGHWAY

M-A24

T-A

T-D

T-F

APPROVED	
SCALE 1" = 600'	DATE MAY 18, 1965
FILE 63-P-167-6319	

STEVENS & THOMPSON, INC.

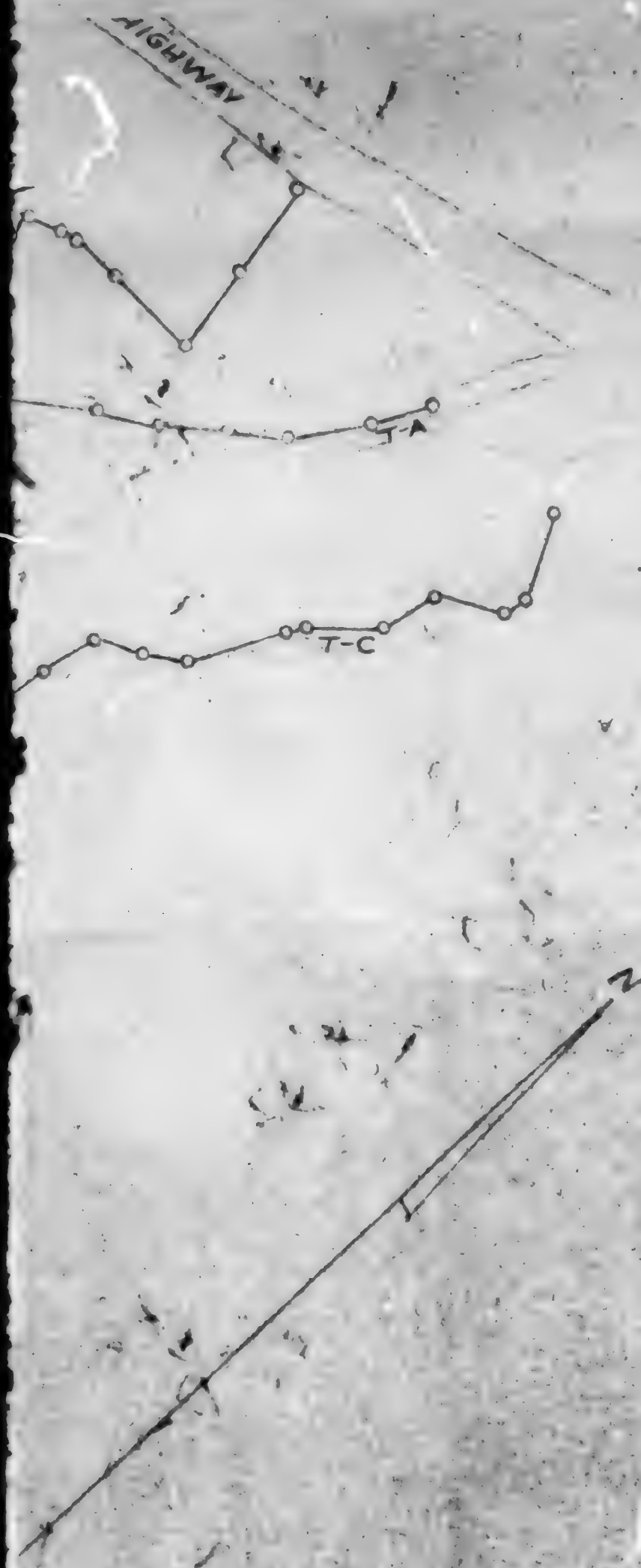
PORTLAND, OREGON

Consulting Engr

SEATTLE, WASHIN

...lting Engineers
...LE, WASHINGTON

WEST SLOPE SANITARY DISTRICT
WASHINGTON COUNTY, OREGON
SANITARY SEWER SYSTEM



RELOCATION OF INTERCEPTOR

SHEET 1

RELOCATION OF INTERCEPTOR

SHEET 1

FORM E-123X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 19, 1965

Senator Robert L. Elfstrom
Chairman, Program Subcommittee
Legislative Interim Committee on Highways
260 Liberty Street, S. E.
Salem, Oregon

Dear Senator Elfstrom:

In response to your request for factual information on the allegations of Mr. Jim Allison, chairman of the Washington County Republican Central Committee, in his letter to members of the Interim Committee dated August 5, 1965, and in his appearance before the Committee at the September 27 meeting, I give you the following information:

The first of two properties which Mr. Allison discusses in his letter was acquired in February 1964 for $63,600. This price included 38,750 square feet of land, a house which had been converted into a commercial building and two advertising signs. The fee appraiser who made the appraisal of this property for the Department stated that an economic rent for the property would be about $300 per month. Upon taking possession we charged the lessee, American Acceptance and Lease Corporation, $300 per month rent on a month-to-month basis. This corporation retained their same sublessees, including both the Washington County Republican and Democratic Central Committees, a realtor and a CPA, throughout the period of their rental which was terminated by the Corporation on October 31, 1964.

Upon this voluntary termination by the principal lessee one of the sublessees objected to moving at that time, whereupon our property agent arranged with the realtor to take over the rental for one additional month. Apparently, some difficulty was experienced by the realtor in attempting to prorate the rental between himself and the other tenants, including Mr. Allison. However, the Highway Department had no direct dealings with Mr. Allison or the other tenants.

In any event, upon the expiration of the one month's rental of the premises by the realtor on November 30, 1964, all of the tenants moved out, and the improvements on the property were placed for sale as highway construction was planned for early spring of 1965. The building was sold for $100 in January of 1965, and removed from the premises shortly thereafter.

Due to lack of sufficient funds (this highway, the Beaverton-Tigard, is not on the Interstate System but is a secondary highway and is, therefore, only eligible for 60% federal funds) the construction project

originally planned had to be shortened and the contract which was let in June, 1965, now currently under way, covered a section extending northwesterly from the Pacific Highway West near Tigard to a point approximately one-quarter mile east of Canyon Road in Beaverton. The property under discussion is located on the west side of Canyon Road where it will be crossed by the new Beaverton-Tigard Highway.

In April this year, when it became apparent that financing would not permit the entire section to be placed under contract this year, it seemed desirable to get some return on those properties not immediately needed for construction purposes. So accordingly, we rented approximately 12,000 square feet of the property heretofore discussed to Metropolitan Motors for $150 per month. This area was less than one-third of the property originally acquired and included no buildings or other improvements.

On another property of 38,750 square feet immediately adjacent to the north, we rented a 2,500 square foot area fronting on Canyon Road, also to Metropolitan Motors, for $35 per month. Again, this was for bare land with no improvements. This property was formerly improved with a residence and garage which we rented for approximately six months for $60 per month. Both rentals to Metropolitan Motors are on a month-to-month basis.

The building which Metro Motors has erected is a portable building and can be picked up and moved at any time. The black-topping on the lot which Metro Motors is reported to have constructed is in reality just an oil mat. As to the statement that a representative of this Department said it would be at least four or five years before the land is needed for a new freeway, this is entirely untrue as improvements were removed from this section with the anticipation that a contract would be awarded in 1965.

It is recognized that our procedures sometimes appear as though we are not getting the greatest return possible from the properties which we acquire for highway purposes and that also sometimes the people from whom we acquire property feel that our rental rates are too high. We are traveling a rather difficult road in that if our rental rates are too low we are putting ourselves in the position of unfair competition with other landlords in the area; and if our rental rates are too high, we are in the position of taking advantage of tenants who are occupying the property at the time of our acquisition.

In the case at hand, it is believed that we treated the original owner and the tenants at the time of our acquisition fairly. We disposed of the improvements at a time when we felt such action was necessary for a construction contract and finally, by renting the remaining land, we are getting a return on the area until such a time as it is needed for highway construction.

It is hoped that the foregoing information will serve to dispel from the minds of the Committee members any thought that the Department acted either capriciously or with gross inefficiency, as Mr. Allison alleges, and that if a copy of this letter is forwarded to Mr. Allison, it may also serve to correct some of the erroneous assumptions he has made with respect to the Department's action.

Very truly yours,

Forrest Cooper
State Highway Engineer

By R. B. Sipprell

R. B. Sipprell
Liaison Engineer

RBS:eb
cc to: Forrest Cooper
R. L. Porter
Victor Wolfe
David Moehring

File Nos. 32911 and 32912
Sunset Highway-Denny Road Sec.

August 31, 1965

ROUGH DRAFT OF LETTER TO GOVERNOR HATFIELD

This will reply to the letter from Mr. Jim Allison, Chairman of the Washington County Republican Central Committee to the members of the Interim Committee on Highways dated August 5, 1965. The property which Mr. Allison is discussing was acquired on February 4, 1964, for $63,600. This price included 38,750 square feet of land, a house which had been converted into a commercial building, and two advertising signs.

In reviewing our appraisal on this file, I find that our appraiser, who, incidentally, was not one of our men, but a fee appraiser, stated that economic rent for the property would be about $300 per month. Upon taking possession of the property, we charged the American Acceptance and Lease Corporation $300 per month rent. I understand that the American Acceptance and Lease Corporation retained their same sublessees through the period of their rental which was until November 1964. Upon termination of the lease by the American Acceptance Corporation, we advertised the improvement for sale, as highway construction in the area was planned for early Spring of 1965. The building was sold to Mrs. Rex McBride for $100 in January of 1965 and removed from the premises shortly thereafter.

Due to financing difficulties, the construction project originally planned had to be shortened and the contract which was let in June of 1965 was the section from Pacific Highway West northwesterly to a point approximately 1600 feet short of Canyon Road, the site of the property under discussion.

In April, we rented approximately 12,000 square feet of the property to Metropolitan Motors for $150 per month. This area was less than one-third of the area originally acquired and there were no improvements involved.

On the adjacent property we rented 2,500 square feet to Metropolitan Motors for $35 per month. The entire area of our taking from this adjacent property was 38,750 square feet; therefore, approximately 1/15 of the total area in the taking was involved in the rental. The adjacent property was formerly improved with a residence which we rented for a time at $60 per month. The residence was sold in July of 1964 for $10.

The building which Metro Motors has erected is a portable building and can be picked up and moved at any time. The black-topping on the lot which Metro Motors constructed with the understanding that they may be required to vacate within a month's notice was an oil mat. As to the statement that a representative of this Department said it would be at least four or five years before the land is needed for a new freeway, this is entirely false, as improvements were removed from this section with the anticipation that a contract would be awarded in 1965. Financing would not permit the entire section to go under contract in June of this year, which made a monthly land lease possible.

I realize that our procedures sometimes appear as though we are not getting the greatest return possible from the properties which we acquire for highways and that also sometimes the people from whom we acquire property feel that our rental rates are too high. We are traveling a rather difficult road in that if our rental rates are too low we are putting ourselves in the position of unfair competition for landlords in the area; and if our rental rates are too high, we are in the position of taking advantage of tenants who are occupying the property at the time of our acquisition.

In the case at hand, I feel that we treated the original owner and the tenants at the time of our acquisition fairly. We disposed of the improvements at a time when we felt such was necessary for a construction contract and

finally, by renting the remaining land, we are getting a return on the area until such a time as it is needed for highway construction.

If I can add anything further to the foregoing rather involved explanation, I will be glad to do so.

DHM:sm:hm

Attachments

August 5, 1965

To: Interim Committee on Highways

Senator Robert L. Elfstrom
Senator John J. Inskeep
Senator Andrew Materlin
Senator Anthony Yturri
Representative Sidney Pazett
Representative Edward W. Elder
Representative Paul A. Hanneman
Representative W. H. Holmstrom
Representative Norman R. Howard

From: Jim Allison, Chairman, Washington County Republican Central Committee

Gentlemen:

I would like to request that the Interim Committee on Highways make a detailed investigation into the procedures currently being used by the Highway Department in the leasing and renting of property acquired by the department for future freeway construction.

Let me cite a specific example of what I consider to be a highly questionable practice: Sometime late in 1963 or early 1964 the Highway Department purchased a parcel of land together with a building thereon. This property was located at 11245 S. W. Canyon Road, Beaverton, and was owned by M. L. Schmidt of Tillamook.

Shortly after its purchase by the Highway Department, it was rented to the American Credit Corporation for $300 per month. This firm in turn sublet to four other tenants who had been occupying the building for several years.

The four additional tenants were

Case Newhouse (a real estate firm)
Dale Kaster, a CPA
Washington County Republican Central Committee
Washington County Democrat Central Committee

All rental agreements, including the prime agreement with the Highway Department, were on a "month to month" basis. The Highway Department reserved the right to require vacation of the property on three months' notice.

About September or October of 1964 the American Credit Corporation terminated its lease with the Highway Department because of the excessive rent.

Mr. Case Newhouse (now located at 4620 S. W. 109th, Beaverton) attempted negotiations with the Highway Department. He also believed the rent of $300 per month was excessive because of the short-term lease arrangement demanded by the department. He offered $200 per month for the property.

The department refused to accept the offer and said:

"If we can't get $300 per month rent, we will sell the building and have it moved or torn down".

They further stated in any case we would have to move by April 1965 because construction would be started then.

So we all moved.

In January 1965 the Highway Department sold the building for $100. It was removed from the premises.

Later this spring a used car dealer rented from the Highway Department the property on which our former office building was located, together with an adjoining piece of property which formerly rented for $75 per month) for $150 per month!!

This dealer has erected a small sales office building on the property and, according to him, spent several thousand dollars fixing the lot. He hauled many yards of sand and gravel to fill the low spots and then had the entire lot black-topped!

In a personal discussion with me he said that he has only a three months' lease with the department, but that he was assured by a representative of the department that it would be at least four or five years before they needed the land for the new freeway!

Gentlemen, it appears to me that the Highway Department is guilty of gross inefficiency, to say the least. It also appears to me that the taxpayers are, in effect, subsidizing a used car dealer in Beaverton. I find it difficult to understand why the Department would turn down $200 per month rent (plus $75.00 from the adjacent property) and then rent the vacant land for $150 per month!!

I urge that you investigate this matter.

Copies of this letter are being sent to Governor Hatfield and the five Washington County legislators.

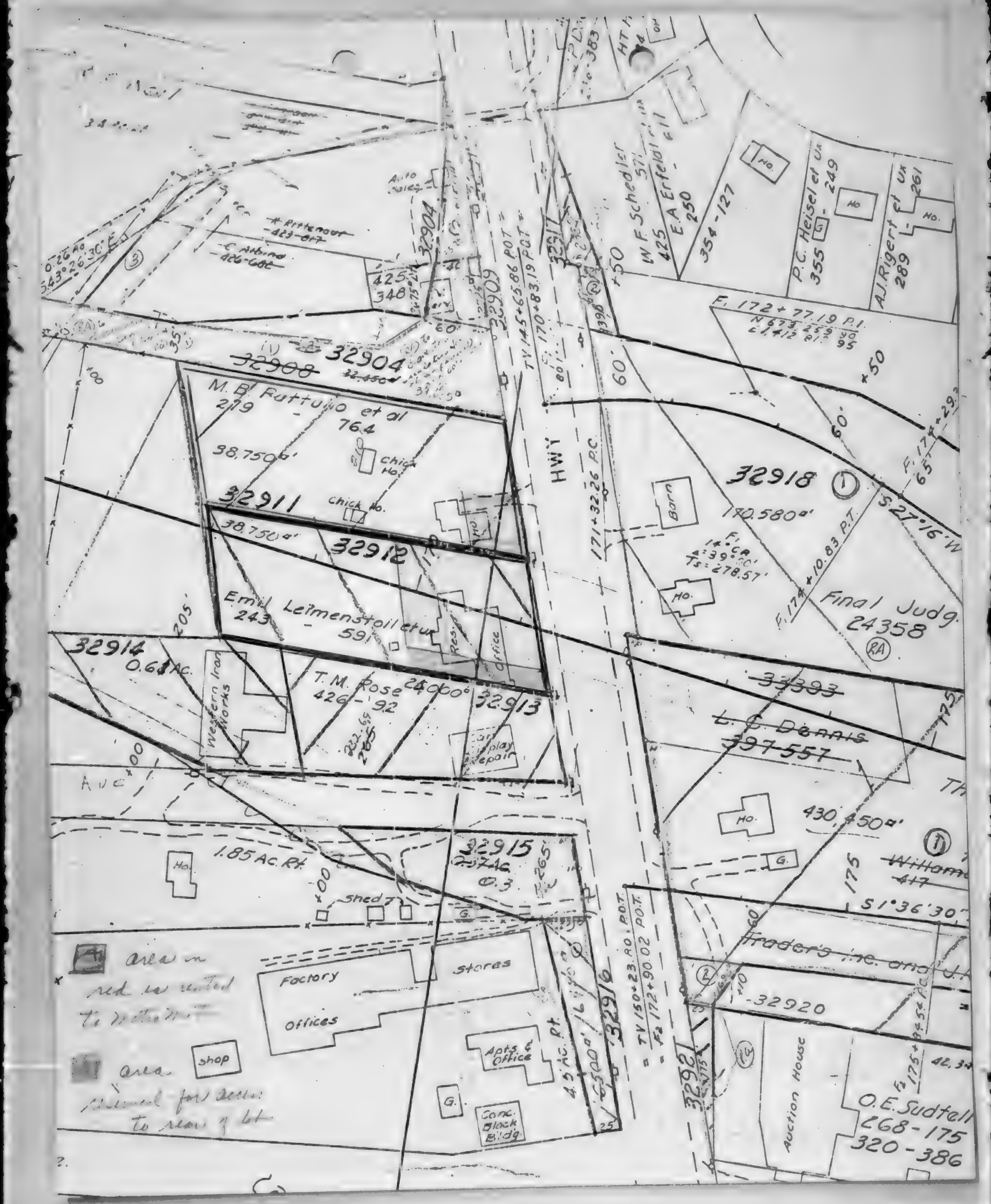
Sincerely,

Jim Allison

Jim Allison
Chairman

JBA:el

65-24-2


32904
32908
32.450
M. B. Ruttuno et al
219 - 76.4
38.750 a'
32911
Chick Ho.
32912
38.750 a'
Emil Leimenstoll et ux
243 - 591
32914
0.68 Ac.
Western Iron Works
T. M. Rose
426 - 92
24000 a'
32913
Auto Repair
1.85 Ac. Rt.
Ho.
32915
2.74 Ac.
0.3
Shed
G.
Factory
Offices
Stores
Shop
Apts & Office
Conc. Block Bldg.
4.5 Ac. Pt.
32916
Area in red is vested to Wetherill
Area ruled for deeds to rear of lot
32904
32909
32917
Hwy 1
T.V. 145+65.86 P.O.T.
170+83.19 P.O.T.
171+32.26 P.C.
W. F. Schedler
425
E. A. Erfeldt et ux
250
354 - 127
Ho.
P. C. Heisel et ux
355 - 249
A. J. Rigert et ux
289 - 261
F. 172+77.19 P.I.
N 673 259.40
E 1,412 91.95
F. 172+29.2
F. 174+65.
S. 27°16' W
32918
180.580 a'
Born
F. 174+10.83 P.T.
Ts: 278.57'
Final Judg.
24358
RA
32303
L. C. Dennis
397-557
430.450 a'
Withorne
417
S 1°36'30"
Trader's Inc. and
32920
Auction House
O. E. Sudfeld
268-175
320-386
32922
Ho.
Garage
Display & Repair
Res.
Office
Ave
205
100
60
50
35
25
175
265
222.65
285
396
383

RECEIVED
APR 27 1965

FOR [illegible]

Const
RIW
Hwy - Gen
Spec

REFERRED TO
Mr. Cogar
BY DEPUTY STATE HIGHWAY ENGINEER

Your info after NOTED by the R. L. PORTER engineer?

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1965

SUBJECT: File No. 32912 - Schmidt
Sunset Highway-Denny Road Sec.
Beaverton-Tigard Highway

To: Mr. R. L. Porter
Deputy State Highway Engineer

B U I L D I N G

This afternoon Larry Rulien called me from Portland and stated that Mr. James Ellison of the Washington County Republican Headquarters had just registered a complaint with him by telephone concerning our property management technique.

You will recall last January that Mr. Ellison registered a complaint that the Highway Department was responsible for a raise in rent of an office on Canyon Road that the Republican Party was occupying last fall. Upon investigation, we found that Mr. Ellison and our lessee were at odds on the rental which our lessee was asking Mr. Ellison to pay.

It seems that Mr. Ellison's most recent complaint is that when the improvement was still on the property, the Highway Department was getting $300 a month rent and now that the improvement is gone, we are renting the bare land for $150 a month. Mr. Ellison views this as a $150 per month loss to the Highway Department. He cannot understand why we didn't keep the improvement in place and collect the higher rental.

This does not seem to be in keeping with his first complaint that the rent was too high. Nevertheless, this is the situation.

I am reporting this to you for your information in the event Mr. Ellison registers a complaint either directly with you, or via someone from the Legislature.

1964 Income
$2400 rent
½ 1964 $690.82
Less CS $1064.12

G. E. ROHDE
Chief Counsel

By D. H. Moehring
D. H. Moehring
Assistant Right of Way Engineer

DHM:mk;gc

cc - G. E. Rohde

RECEIVED
APR 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 2 - 1965
FOR FILING

February 1, 1965

The Honorable John D. Mosser
State Representative
House of Representatives
State Capitol Building
Salem, Oregon 97310

Dear Mr. Mosser:

As you recently requested, this Department's Right of Way Division reviewed the matter at Beaverton relative to the dissatisfaction of a renter of Highway Department controlled property. This property was purchased at a negotiated figure and not condemned.

When we took possession on April 1, 1964, occupants were as follows: Case Newhouse, a renter, with the Republican Headquarters as subtenants (of Newhouse); the American Acceptance and Lease Corporation; and the Democratic Headquarters. This was a total of three tenants plus one subtenant.

A rental agreement was executed between the Department's property agent and the American Acceptance and Lease Corporation which provided for a month-to-month occupancy of the entire building, beginning April 1, 1964, at a rate of $300 per month. (This rate reflected approximately six percent gross per year of the price that the State paid for the premises.) We were notified by the American Acceptance and Lease Corporation of its desire to terminate on October 31, 1964. The subtenant objected to the move at that time and felt that another month would be desirable to permit an orderly termination.

The State's property agent arranged with Mr. Newhouse to take over the American Acceptance and Lease Corporation rental for one additional

month. This was done and was occupied by Mr. Newhouse until November 30. At that time all renters were terminated and the improvements placed for sale and disposal.

As a result of the current inquiry, our property agent contacted Mr. Newhouse and finds that he (Mr. Newhouse) had some discussion with the manager of the Republican Headquarters, Mr. James Ellison. Inasmuch as Mr. Newhouse paid $300 for the privilege of an additional month's occupancy, he apparently attempted to recover some of this expense from the subtenants. Mr. Ellison objected and stated that he would take his case to Salem. As far as I can determine, his grievance was not brought to the attention of the Highway Department. The Highway Department did not have any dealings with the Republican Committee as far as I can determine.

If you have anything further on this subject that you wish to discuss or if you desire further information, we will do our best to supply it. The Department's Right of Way Engineer and Property Agent can be made available to discuss the problem with you at your convenience.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Victor D. Wolfe
R. B. Sipprell
W. T. Wright

RLP:ms fn

RECEIVED
FEB 1 - 1965
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

Grant
RLW
Hwy. Eng.

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

January 27, 1965

File No. 32912 - Schmidt
Sunset Highway-Denny Road
Section
Beaverton-Tigard Highway

Mr. R. L. Porter
Deputy State Highway Engineer

OFFICE

Pursuant to your request of Monday, I have familiarized myself with the rental history of that property acquired under our above-mentioned file. Your memorandum of January 21, 1965 to Mr. Cooper is in substantial conformance to my understanding of the situation. I will add a little supplementary data.

At the time of appraisal in June 1963, it appeared that there were three separate tenancies in the building. Realtor Case Newhouse rented one portion of the building at $100 per month, and had two sub-tenants—one of them an accountant, the other the Republican Party who paid rental of $30 per month. Another portion of the building was rented and occupied by the Democratic Party Headquarters at $45 per month, and the balance was rented by the Tindle Chrysler Agency at $65 per month.

In December 1963, when our negotiations got under way, the building was occupied by the following tenant, each eligible for a moving allowance: Case Newhouse, Republican Headquarters, Dale Kaster, March of Dimes, and the Tindle Chrysler Agency. We secured the property by option on December 19, 1963 at its appraised value of $63,600. Under the terms of the option, we took possession of the property on April 1, 1964.

When we took possession on April 1, 1964, occupants were as follows: Case Newhouse, with Republican Headquarters as subtenant; The American Assistance and Lease Corporation, which had moved into the space formerly occupied by the Tindle Chrysler Agency; and the Democratic Head-quarters. A total of three tenants plus one subtenant.

A rental agreement was executed between our property agent and the American Acceptance and Lease Corporation on March 26, 1964. This

NOTED
L PORTER

agreement provided for month-to-month occupancy of the entire building, beginning April 1, 1964, at a rental of $300 per month. We were notified by the American Acceptance and Lease Corporation of their desire to terminate their rental on October 31, 1964. Other subtenants objected to the move at that time, and felt that another month would be desirable to permit an orderly termination. The most vociferous of the objectors was the Republican Headquarters which felt that a termination of two days before election date would seriously inconvenience them.

Our property agent arranged, informally, with Mr. Newhouse to take over the American Acceptance and Lease Corporation rental agreement for one additional month. This was done, and the building was occupied the additional month with Mr. Newhouse paying the $300 rental and acting as landlord. On November 30, all rentals were terminated and the property processed for sale and disposal.

Since the current inquiry has come about, our property agent has talked to Mr. Newhouse and it appeared that he had some words with the manager of the Republican Headquarters, Mr. James Ellison. Inasmuch as Mr. Newhouse was paying $300 for the privilege of an additional months occupancy, he evidentally elected to require his subtenant to share a part of this unusual cost, and Mr. Ellison objected, stating that he would take his case to Salem. He neither wanted to vacate the premises, nor to pay additional rent.

The foregoing is the factual situation, as near as I can determine it, from which arose the dispute which has been referred to us.

G. E. ROHDE
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

WTW:SM
cc: G. E. Rohde

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 21, 1965

SUBJECT:

To: Mr. Forrest Cooper
State Highway Engineer

O F F I C E

This relates to requested information concerning the Department's acquisition of a certain building near Beaverton on Canyon Road. The allegation was that the building was condemned and specific office space was supposedly offered to the occupant at $120 per month, whereas he was said to have paid only $50 a month before the State acquired the property.

The facts are as follows: Property located at 11245 S. W. Canyon Road, which is at the intersection of the new Beaverton-Tigard Highway with the Tualatin Valley Highway, was purchased by the Department in March 1964. The consideration was $63,600 and was supported by several appraisals. The improvements consisted of a residence which had been converted to office space and at the time of the appraisal was occupied by a Chrysler agency, who paid $65 per month; a Democratic organization, who paid $45 a month; a Republican organization, who paid $30 a month; and a real estate agent, who paid $100 a month. As I understand it, all occupancies were on a month-to-month tenancy.

The Right of Way Department attempts to secure rentals approximately six percent per year gross and after acquiring the property, entered into a rental agreement with the Chrysler firm on the basis of $300 per month for the whole premises. Chrysler occupied the property until October 31, when he vacated and the property was then rented to a Mr. Newhouse, a real estate dealer, under the same terms for one additional month. After Mr. Newhouse, the building was sold and, I understand, is now either demolished or is in the process of being torn down.

During the month that Mr. Newhouse occupied the premises, we find he was approached by a Mr. Allison who, I believe, represented either the Democratic or Republican party and who

REC'D FOR FILING
JAN 28 1965

applied for space for which he offered $45 or $50 per month. Mr. Newhouse demanded $100 as a subrental and the deal fell through. It is alleged that Mr. Allison stated he would come to Salem and straighten the matter up but as far as we know, this did not take place.

If you can make anything out of this confused set of data, you are to be congratulated.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

[illegible] @ $300.00 mo

[illegible] @ 27 moved to 811 E Bunnell Portland

Bldg cards in [illegible] for $100.00

Ground rental to Multi. Motor March 65 @ $150.00 mo
area 125' X 125' less 20' easement for
access to rear of lot.

Entire area 38150 SF area rented 13125 SF

File No. [illegible]

RENTAL AGREEMENT

County Washington Highway [illegible] Section Beaverton-Sunset Inter.

Map No. _____ Station _____

KNOW ALL MEN BY THESE PRESENTS, That the State of Oregon, by and through its State Highway Commission, hereinafter referred to as "STATE", for lawful purposes only, hereby rents to:

Metro Motors 11245 S. W. Canyon [illegible]

hereinafter referred to as "TENANT", and Tenant rents from State on a month-to-month basis, the following described premises, to wit:

That part of property acquired from Maurice L. and Beatrice G. Schmidt, C.P., and Emil and Ida Lienenfell, lying in Lot 55 of Abel's Addition to Beaverton described as follows:

Beginning at a point on the northerly right of way line of the Tualatin Valley Highway which point is the southeasterly corner of said tract, thence northerly along the easterly boundary of said tract 125 feet to a point, thence westerly parallel to the right of way line of Tualatin Valley Highway to a point on the west boundary of said tract which point is 125 feet northerly from the said right of way line, thence southerly along said west boundary line 125 feet to the northerly right of way line of said highway, thence easterly along said right of way line to place of beginning except a 20 foot wide strip along west boundary line of said tract which is reserved for access to that part of said tract lying north of the portion herein described. $150.00 mo

3. Tenant shall vacate said premises upon thirty (30) days written notice from State and at the expiration of said period shall quit and deliver up the said premises in as good condition as when received, reasonable wear and tear excepted. In the event advance rentals have been paid and notice is given to vacate, a proper proportionate refund of said advance rentals shall be made. In the event Tenant shall fail to promptly and seasonably pay any monthly rental as herein specified, all rights of notice to vacate, whether statutory or contractual, are waived by Tenant, and Tenant specifically agrees to forthwith vacate the premises upon demand. FURTHERMORE, if any suit or action is instituted for enforcement of any of the provisions of this agreement or to collect any amounts due, Tenant agrees to pay reasonable costs for said suit or action, including attorney fees, as may be determined by the court.

4. Tenant shall not sublet said premises or assign this agreement without the written consent of the State.

5. Tenant shall promptly and seasonably pay all service charges which may accrue on or against said premises.

6. Tenant shall make an advance deposit of $ [illegible] to apply on unpaid charges under Paragraph 5 above and accrued unpaid rent, receipt of which is hereby acknowledged. Any balance left will be refunded, if paid receipts for all utilities are forwarded to State within six (6) months after premises are vacated.

7. This agreement supersedes all existing rental agreements under which Tenant may be presently occupying the above described premises and Tenant agrees to make no claim against State for any unexpired term thereof.

IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names this 27th day of April, 1965.

8. Tenant may place a portable building on premises for use as an office. This building to be moved at termination of rental agreement.

9. Tenant may continue to use existing sign with the understanding that it will be removed upon termination of this rental agreement at no cost to the State of Oregon.

STATE OF OREGON, by and through its State Highway Commission

By _____
District Property Agent

[illegible]

By _____
Tenant

Distribution:
Original - renter

RENTAL AGREEMENT

County Washington Highway [illegible] Section Beaverton-Sunset Inter.

Map No. _____ Station _____

KNOW ALL MEN BY THESE PRESENTS, That the State of Oregon, by and through its State Highway Commission, hereinafter referred to as "STATE", for lawful purposes only, hereby rents to:

Petro Meters 11245 S. W. Canyon Rd.

hereinafter referred to as "TENANT", and Tenant rents from State on a month-to-month basis, the following described premises, to wit:

That part of property acquired from Maurice L. and Beatrice G. Schmidt, C.P., and Emil and Ida Liemandoll, lying in Lot 55 of Steel's Addition to Beaverton described as follows:

Beginning at a point on the northerly right of way line of the Tualatin Valley Highway which point is the southeasterly corner of said tract, thence northerly along the easterly boundary of said tract 125 feet to a point, thence westerly parallel to the right of way line of Tualatin Valley Highway to a point on the west boundary of said tract which point is 125 feet northerly from the said right of way line, thence southerly along said west boundary line 125 feet to the northerly right of way line of said highway, thence easterly along said right of way line to place of beginning except a 20 feet wide strip along west boundary line of said tract which is reserved for access to that part of said tract lying north of the portion herein described. $150.00 mo

3. Tenant shall vacate said premises upon thirty (30) days written notice from State and at the expiration of said period shall quit and deliver up the said premises in as good condition as when received, reasonable wear and tear excepted. In the event advance rentals have been paid and notice is given to vacate, a proper proportionate refund of said advance rentals shall be made. In the event Tenant shall fail to promptly and seasonably pay any monthly rental as herein specified, all rights of notice to vacate, whether statutory or contractual, are waived by Tenant, and Tenant specifically agrees to forthwith vacate the premises upon demand. FURTHERMORE, if any suit or action is instituted for enforcement of any of the provisions of this agreement or to collect any amounts due, Tenant agrees to pay reasonable costs for said suit or action, including attorney fees, as may be determined by the court.

4. Tenant shall not sublet said premises or assign this agreement without the written consent of the State.

5. Tenant shall promptly and seasonably pay all service charges which may accrue on or against said premises.

6. Tenant shall make an advance deposit or $ 150.00 to apply on unpaid charges under Paragraph 5 above and accrued unpaid rent, receipt of which is hereby acknowledged. Any balance left will be refunded, if paid receipts for all utilities are forwarded to State within six (6) months after premises are vacated.

7. This agreement supersedes all existing rental agreements under which Tenant may be presently occupying the above described premises and Tenant agrees to make no claim against State for any unexpired term thereof.

IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names this 27th day of April, 1965.

8. Tenant may place a portable building on premises for use as an office. This building to be moved at termination of rental agreement.

9. Tenant may continue to use existing sign with the understanding that it will be removed upon termination of this rental agreement at no cost to the State of Oregon.

STATE OF OREGON, by and through its State Highway Commission

By _____
District Property Agent

Petro Meters

By _____
Tenant

Distribution:
Original - renter
District P.M. file - 1
District R/W file - 1
Salem P.M. office - 1
(Salem R/W file)

This agreement replaces agreement signed March 2, 1965 which is cancelled. Change is made to include a more definite description of the land included in the rental.

File No. 32912

County Washington, Highway Beaverton-Tigard, Section Sunset Highway-Denny Road

Map No. _____, Station _____

R E N T A L A G R E E M E N T

KNOW ALL MEN BY THESE PRESENTS THAT the State of Oregon, by and through its State Highway Commission, hereinafter referred to as "STATE", hereby rents to:

American Acceptance and Lease Corporation

hereinafter referred to as "TENANT", and Tenant rents from State on a month-to-month basis, the following described premises, to-wit:

11245 S. W. Canyon Road
Beaverton, Oregon

This rental agreement is made upon the following terms and conditions:

1. The rental to be paid shall be $ 200.00 per month, payable monthly, in advance, said monthly rental to begin with the 1st day of April, 196 4.

2. State assumes no liability or responsibility for the safe or habitable condition of said premises nor for the repair, maintenance, or upkeep thereof, and Tenant shall save and hold State harmless from all claims for loss, injury, or damage which may arise out of the condition of said premises.

3. Tenant shall vacate said premises upon ~~thirty~~ ninety (90) days' written notice from State and at the expiration of said period shall quit and deliver up the said premises in as good condition as when received, reasonable wear and tear excepted. In the event advance rentals have been paid and notice is given to vacate, a proper proportional refund of said advance rental shall be made. In the event Tenant shall fail to promptly and seasonably pay any monthly rental as herein specified, all rights of notice to vacate, whether statutory or contractual, shall be conclusively deemed waived and Tenant specifically agrees to forthwith vacate the premises upon demand.

4. Tenant shall not sublet said premises or assign this agreement without the written consent of the State. Except that tenant may sublet office space while retaining premises under his control

5. Tenant shall promptly and seasonably pay all service charges which may accrue on or against said premises.

6. Tenant shall not make, or permit to be made, any unlawful use of said premises.

7. Tenant shall make an advance deposit of $ 200.00 to apply on unpaid charges under Paragraph 5 above and accrued unpaid rent, receipt of which is hereby acknowledged. Any balance left will be refunded, if paid receipts for all utilities are forwarded to State within six (6) months after premises are vacated.

IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names and affixed their seals this 26 day of March, 1964.

200 Rent
200 Deposit
400

Billing address:
American Acceptance and Lease Corp.
P. O. Box 513
Beaverton, Oregon

STATE OF OREGON, by and through its
State Highway Commission
W. ... Austin

By _____
Property Manager

_____

_____
Tenant

3-2-11-

House rented for $60.00 per mo Oct 63 to May 64

House was sold on July 64

Legal Descr. Mark 65 @ 10.00 per mo

Ground rent. May 65 @ 35.00 per mo 55'x60'

Metro Motors

Entire area 38250 sq' Metro Motor rental 2500 sq' or

less than 10% of entire area

File No. 32911

County Washington, Highway Beaverton-Tigard, Section Sunset Highway-Denny Road

Map No. _____, Station _____

R E N T A L A G R E E M E N T

KNOW ALL MEN BY THESE PRESENTS THAT the State of Oregon, by and through its State Highway Commission, hereinafter referred to as "STATE", hereby rents to: Mr. Vincent Davis, 11225 S. W. Canyon Road, Beaverton, Oregon

hereinafter referred to as "TENANT", and Tenant rents from State on a month-to-month basis, the following described premises, to-wit:

11225 S. W. Canyon Road, Beaverton, Oregon

This rental agreement is made upon the following terms and conditions:

1. The rental to be paid shall be $ 30.00 per month, payable monthly, in advance, said monthly rental to begin with the 15th day of October, 196 3.

2. State assumes no liability or responsibility for the safe or habitable condition of said premises nor for the repair, maintenance, or upkeep thereof, and Tenant shall save and hold State harmless from all claims for loss, injury, or damage which may arise out of the condition of said premises.

3. Tenant shall vacate said premises upon thirty (30) days' written notice from State and at the expiration of said period shall quit and deliver up the said premises in as good condition as when received, reasonable wear and tear excepted. In the event advance rentals have been paid and notice is given to vacate, a proper proportional refund of said advance rental shall be made. In the event Tenant shall fail to promptly and seasonably pay any monthly rental as herein specified, all rights of notice to vacate, whether statutory or contractual, shall be conclusively deemed waived and Tenant specifically agrees to forthwith vacate the premises upon demand.

4. Tenant shall not sublet said premises or assign this agreement without the written consent of the State.

5. Tenant shall promptly and seasonably pay all service charges which may accrue on or against said premises.

6. Tenant shall not make, or permit to be made, any unlawful use of said premises.

7. Tenant shall make an advance deposit of $ 30.00 to apply on unpaid charges under Paragraph 5 above and accrued unpaid rent, receipt of which is hereby acknowledged. Any balance left will be refunded, if paid receipts for all utilities are forwarded to State within six (6) months after premises are vacated.

IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names and affixed their seals this _____ day of _____, 196_.

$30.00 Rent for balance of October
$30.00 Deposit

STATE OF OREGON, by and through its
State Highway Commission
W. H. Wasin

By _____
Property Manager

_____
Tenant

TED
IRVING

File No. [illegible]

RENTAL AGREEMENT

County [illegible] Highway [illegible] Section [illegible]

Map No. _____ Station _____

KNOW ALL MEN BY THESE PRESENTS, That the State of Oregon, by and through its State Highway Commission, hereinafter referred to as "STATE", for lawful purposes only, hereby rents to:

Metro Motors, 11245 S. W. Canyon Road, Beaverton, Oregon

hereinafter referred to as "TENANT", and Tenant rents from State on a month-to-month basis, the following described premises, to wit:

That part of property acquired from M. B. Pettulo lying in Lot 55, Steele's Addition to Beaverton described as follows:

Beginning at a point on the northerly right of way line of the Tualatin Valley Highway which point is the southwest corner of the tract acquired from M. B. Pettulo, thence easterly along said right of way line 60 feet to a point, thence northerly along a line which is parallel to the west line of said Pettulo tract 55 feet to a point, thence westerly on a line parallel to the said northerly right of way line 60 feet to a point on the westerly line of said Pettulo tract, thence along said westerly line 55 feet to the point of beginning.

[illegible] of said premises.

$35.00 per mo

3. Tenant shall vacate said premises upon thirty (30) days written notice from State and at the expiration of said period shall quit and deliver up the said premises in as good condition as when received, reasonable wear and tear excepted. In the event advance rentals have been paid and notice is given to vacate, a proper proportionate refund of said advance rentals shall be made. In the event Tenant shall fail to promptly and seasonably pay any monthly rental as herein specified, all rights of notice to vacate, whether statutory or contractual, are waived by Tenant, and Tenant specifically agrees to forthwith vacate the premises upon demand. FURTHERMORE, if any suit or action is instituted for enforcement of any of the provisions of this agreement or to collect any amounts due, Tenant agrees to pay reasonable costs for said suit or action, including attorney fees, as may be determined by the court.

4. Tenant shall not sublet said premises or assign this agreement without the written consent of the State.

5. Tenant shall promptly and seasonably pay all service charges which may accrue on or against said premises.

6. Tenant shall make an advance deposit of $---------- to apply on unpaid charges under Paragraph 5 above and accrued unpaid rent, receipt of which is hereby acknowledged. Any balance left will be refunded, if paid receipts for all utilities are forwarded to State within six (6) months after premises are vacated.

7. This agreement supersedes all existing rental agreements under which Tenant may be presently occupying the above described premises and Tenant agrees to make no claim against State for any unexpired term thereof.

IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names this 21st day of [illegible], 1965.

STATE OF OREGON, by and through its
State Highway Commission

By _____
District Property Agent

_____

_____
Tenant

Assignment:
Original - Owner
Photostat - File
Photostat - [illegible]

KNOW ALL MEN BY THESE PRESENTS, That the State of Oregon, by and through its State Highway Commission, hereinafter referred to as "STATE", for lawful purposes only, hereby rents to:

Metro Motors, 11245 S. W. Canyon Road, Beaverton, Oregon

hereinafter referred to as "TENANT", and Tenant rents from State on a month-to-month basis, the following described premises, to wit:

That part of property acquired from M. B. Pattulo lying in Lot 55, Steele's Addition to Beaverton described as follows:

Beginning at a point on the northerly right of way line of the Tualatin Valley Highway which point is the southwest corner of the tract acquired from M. B. Pattulo, thence easterly along said right of way line 60 feet to a point, thence northerly along a line which is parallel to the west line of said Pattulo tract 55 feet to a point, thence westerly on a line parallel to the said northerly right of way line 60 feet to a point on the westerly line of said Pattulo tract, thence along said westerly line 55 feet to the point of beginning.

[illegible] of said premises.

$35.00 per mo

3. Tenant shall vacate said premises upon thirty (30) days written notice from State and at the expiration of said period shall quit and deliver up the said premises in as good condition as when received, reasonable wear and tear excepted. In the event advance rentals have been paid and notice is given to vacate, a proper proportionate refund of said advance rentals shall be made. In the event Tenant shall fail to promptly and seasonably pay any monthly rental as herein specified, all rights of notice to vacate, whether statutory or contractual, are waived by Tenant, and Tenant specifically agrees to forthwith vacate the premises upon demand. FURTHERMORE, if any suit or action is instituted for enforcement of any of the provisions of this agreement or to collect any amounts due, Tenant agrees to pay reasonable costs for said suit or action, including attorney fees, as may be determined by the court.

4. Tenant shall not sublet said premises or assign this agreement without the written consent of the State.

5. Tenant shall promptly and seasonably pay all service charges which may accrue on or against said premises.

6. Tenant shall make an advance deposit of $---------- to apply on unpaid charges under Paragraph 5 above and accrued unpaid rent, receipt of which is hereby acknowledged. Any balance left will be refunded, if paid receipts for all utilities are forwarded to State within six (6) months after premises are vacated.

7. This agreement supersedes all existing rental agreements under which Tenant may be presently occupying the above described premises and Tenant agrees to make no claim against State for any unexpired term thereof.

IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names this 21st day of May, 1965.

STATE OF OREGON, by and through its
State Highway Commission

By Robert J. [illegible]
District Property Agent

Metro Motors

By [illegible]
Tenant

FORM E-26 EOM 12-63 64676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1964

To: MEMORANDUM TO THE FILE

SUBJECT: File Nos. 31089, 30711, 35412, & 35335
Denny Rd.-Pacific Hwy. W. Section
Beaverton-Tigard Hwy.

On July 14, 1964, at 1:00 p.m., an oral public auction was held on the following buildings:

F-31089 - the former Riley house located in Beaverton. This was the second time this property was put up for sale. A small made-over chicken house. One bid was received for $10 and accepted.

F-30711 - the former Pattullo house and garage located in Beaverton. Only one person showed at this location. The auction was held, and the one bid of $10 was accepted for these improvements. The house was in extremely poor condition, beyond repair and use.

F-35412 - the former Hewett house and garage located near Tigard. This house sold for a high of $1,000 after a slow start at $250.

F-35335 - the former Wallberg house and garage located near Tigard. This house sold for a high bid of $2,700. There were seven bidding on this small, but neat home. Bidding started at $500 with about three rises to the high bid.

L. P. STRAHAN
Right of Way Agent

sp

REC'D FOR FILING
AUG 4 1964

File No. 32911

County Washington, Highway Beaverton-Tigard, Section Sunset Hwy.-Danny Rd.

Map No. _____, Station 170+25

RENTAL AGREEMENT

KNOW ALL MEN BY THESE PRESENTS, That the State of Oregon, by and through its State Highway Commission, hereinafter referred to as "STATE", hereby rents to:

H National Advertising Company, P. O. Box 1089, Vancouver, Washington 98661

hereinafter referred to as "TENANT", and Tenant rents from State on a ~~month-to-month~~ year year basis, the following described premises, to wit:

A sign located at 11225 S. W. Canyon Road, Beaverton, Oregon

This rental agreement is made upon the following terms and conditions:

1. The rental to be paid shall be $ 120.00 per ~~month~~ year, payable ~~monthly~~ yearly in advance, said ~~monthly~~ yearly rental to begin with the 15th day of October, 19~~64~~.

2. State assumes no liability or responsibility for the safe or habitable condition of said premises nor for the repair, maintenance, or upkeep thereof, and Tenant shall save and hold State harmless from all claims for loss, injury, or damage which may arise out of the condition of said premises.

3. Tenant shall vacate said premises upon thirty (30) days written notice from State and at the expiration of said period shall quit and deliver up the said premises in as good condition as when received, reasonable wear and tear excepted. In the event advance rentals have been paid and notice is given to vacate, a proper proportionate refund of said advance rentals shall be made. In the event Tenant shall fail to promptly and seasonable pay any monthly rental as herein specified, all rights of notice to vacate, whether statutory or contractual, shall be conclusively deemed waived and Tenant specifically agrees to forthwith vacate the premises upon demand.

4. Tenant shall not sublet said premises or assign this agreement without the written consent of the State.

~~5. Tenant shall promptly and seasonably pay all service charges which may accrue on or against said premises.~~

6. Tenant shall not make, or permit to be made, any unlawful use of said premises.

~~7. Tenant shall make an advance deposit of $_____ to apply on unpaid charges under Paragraph 5 above and accrued unpaid rent, receipt of which is hereby acknowledged. Any balance left will be refunded, if paid receipts for all utilities are forwarded to State within six (6) months after premises are vacated.~~

8. This agreement shall supersede all existing rental agreements under which Tenant may be presently occupying the above described premises and Tenant will make no claim against State for any unexpired term thereof.

IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names and affixed their seals this 31 day of March, 1965.

STATE OF OREGON, by and through its State Highway Commission

By _____
District Property Agent

H National Advertising Co.

County Washington, Highway Beaverton-Tigard, Section Sunset Hwy.-Denny Rd.

Map No. _____, Station 170+25

R E N T A L A G R E E M E N T

KNOW ALL MEN BY THESE PRESENTS, That the State of Oregon, by and through its State Highway Commission, hereinafter referred to as "STATE", hereby rents to:

IM National Advertising Company, P. O. Box 1088, Vancouver, Washington 98661

hereinafter referred to as "TENANT", and Tenant rents from State on a ~~month-to-month~~ year year basis, the following described premises, to wit:

A sign located at 11225 S. W. Canyon Road, Beaverton, Oregon

This rental agreement is made upon the following terms and conditions:

1. The rental to be paid shall be $ 120.00 per ~~month~~ year, payable ~~monthly~~ yearly in advance, said ~~monthly~~ yearly rental to begin with the 15th day of October, 19~~64~~.

2. State assumes no liability or responsibility for the safe or habitable condition of said premises nor for the repair, maintenance, or upkeep thereof, and Tenant shall save and hold State harmless from all claims for loss, injury, or damage which may arise out of the condition of said premises.

3. Tenant shall vacate said premises upon thirty (30) days written notice from State and at the expiration of said period shall quit and deliver up the said premises in as good condition as when received, reasonable wear and tear excepted. In the event advance rentals have been paid and notice is given to vacate, a proper proportionate refund of said advance rentals shall be made. In the event Tenant shall fail to promptly and seasonable pay any monthly rental as herein specified, all rights of notice to vacate, whether statutory or contractual, shall be conclusively deemed waived and Tenant specifically agrees to forthwith vacate the premises upon demand.

4. Tenant shall not sublet said premises or assign this agreement without the written consent of the State.

~~5. Tenant shall promptly and seasonably pay all service charges which may accrue on or against said premises.~~

6. Tenant shall not make, or permit to be made, any unlawful use of said premises.

~~7. Tenant shall make an advance deposit of $_____ to apply on unpaid charges under Paragraph 5 above and accrued unpaid rent, receipt of which is hereby acknowledged. Any balance left will be refunded, if paid receipts for all utilities are forwarded to State within six (6) months after premises are vacated.~~

8. This agreement shall supersede all existing rental agreements under which Tenant may be presently occupying the above described premises and Tenant will make no claim against State for any unexpired term thereof.

IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names and affixed their seals this 31 day of March, 1965.

STATE OF OREGON, by and through its State Highway Commission

By _____
District Property Agent

IM National Advertising Co.

By _____
Tenant

RECD FOR RECORD
APR 13

RECEIVED
OCT 8 - 1965
FOR PLANNING

SP*18102-734

S4-416.6(4)

6650

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1965

To: Mr. L. W. Rulien
Division Engineer
State Highway Department
P. O. Box 02157
Portland, Oregon 97202

SUBJECT: Sunset Highway-Baldock Freeway
Beaverton-Tigard Highway
Washington County

As part of our proposed construction on the above project we are to construct an access road between S. W. 113th and S. W. 114th in the Beaverton area. This is just south of Center Street.

We need cross sections or contours of this area. There appears to be a drainage ditch that begins on the Schnitzer property to the right of our mainline centerline opposite approximate Station 165. This we need information on and a recommendation on how to realign it if necessary.

Will you please furnish this office the above requested information. The enclosed maps are for your use.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

NOTED
F.B. KLABOE

DLT:bjm
encs.

cc: F. B. Klaboe

RECEIVED
OCT 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

SU-466(4) S.P.RR O'Xing-Pac. Hwy. 1965
W. Sec., Beaverton-Tigard Hwy.
#6650 (Grad., pav., sign.) Folder #3

C.A 2886
2883
2901

RECEIVED
SEP 27 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. TINDELL, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-466(4)

6650

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 24, 1965

Progress Water District
5505 S. W. Scholls Ferry Road
Progress, Oregon

ATTENTION: Mr. Sam Lawrence

Re: Re-establish Water Service
Mateney and Olsen Properties
SPRR O'xing-Pacific Highway West
Beaverton-Tigard Highway
Washington County
Project No. SU-466(4) - Contract No. 6650

Gentlemen:

Your estimate and sketch map for the re-establishment of the existing 6-inch water main to the Mateney and Olsen properties on this project, as submitted with your letter of September 14, 1965, have been approved by the State. You are hereby authorized to proceed with this work as of September 20, 1965.

Reimbursement for work performed subsequent to September 20, 1965 will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

PGP:bjm

cc: Elden W. Carter
Consulting Engineer
319 S.W. Washington Street
Portland, Oregon

F. B. Klaboe
L. H. Young (2)
C. H. Maison
L. W. Rulien
D. D. Rohrbough
B. P. Huntley
Jack Hesla

RECEIVED
SEP 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 29 1965
FOR FILING

SU-466(4)

Form CD-121 (11-63) (Prom. by A.G. 206-10)

UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 24, 1965

In reply refer to: 08-35.7/410.91

RECEIVED
SEP 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: a. Oregon Project I-405-8(3)302
Sunset Interchange - Fremont Bridge Section
Parcel 35493, Janet G. Drake Sprague, et al

b. Oregon Project US-466(2)
Beaverton - South City Limits Section, Sunset Highway
Parcel 32849, Drake Investment Co.

Chief Counsel G. E. Rohde's letter of September 16, 1965 requests our advanced approval for Federal participation of a proposed settlement of $133,800 covering the acquisition of two parcels of property from the Drake Investment Company. The proposed settlement exceeds the review appraisal on Parcel 32849 by 36%, which we consider to be substantial. The combination settlement exceeds the reviews which are on the highest appraisals, by $10,000, which we consider to be substantial. In both instances the date of valuation is different than the date the complaint was filed. The report of settlement indicates that Parcel 32849 was filed upon on February 27, 1964, and the Meyer appraisal is dated August 12, 1964. Parcel 35493 was filed upon on March 23, 1965 and the date of valuation is February 28, 1964. It is our understanding that under Oregon law the date of valuation is the date of filing the complaint. We recommend the appraisers make their estimates as of the filing date. If there is no basic change in their valuation, then it is our recommendation as a basis for Federal participation that negotiations continue, to secure a settlement that is more in line with the review appraisals.

It is noted that the owner intends to rent back from the State the improvements on Parcel 32849. Your records indicate that the owner's attorney felt that 6 percent of the settlement on the subject parcel would represent a proper rental. Inasmuch as this has been a difficult negotiation, it is our suggestion that the proper rental be determined by the Property Management Section and that the negotiations include the rental terms, in order to avoid disagreement in the future.

The penultimate paragraph of Mr. Rohde's letter requests the limits of Federal participation in the event that we cannot approve the settlement on a package basis. If the State settles substantially over the review appraisal the limits of our participation would be the review appraisal. We will reconsider this case following a reanalysis of the appraisals and/or further negotiations to secure a settlement more in line with the review appraisals.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Orig to Rohde 9-27
copy to Irving 9-27-65

RECEIVED
SEP 21 1965

FOR FILING

SU-466(41)

6651

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 20, 1965

To: Mr. Tom Edwards
Assistant State Highway Engineer

SUBJECT: Felix Rosch's Request
Center Street Relocation
Sunset Highway-Baldock
Freeway, Beaverton-Tigard
Highway, Washington County

72
3871

L BUILDING

The two temporary accesses requested in conjunction with the subject project have been constructed.

E. S. Hunter
Maintenance Engineer

By: Robert Bothman

R. N. Bothman
Sign Engineer

RNB:dz

NOTED
VICTOR D. WOLFE

RECEIVED
SEP 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 17 1965
FOR FILING

Salem, Oregon 97310
August 16, 1965

Mr. Tom Edwards
Assistant State Highway Engr.
O F F I C E

Felix Reech's Request
Center Street Relocation
Sunset Highway-Baldock
Freeway, Beaverton-Tigard
Highway, Washington County

I enclose my file on a proposed access road for relocated Center Street on this section. During the condemnation proceedings, the State testified to the effect that there would be no damages to the Reech property as the result of the relocation of Center Street. This apparently had some effect on the verdict. Now Mr. Reech is requesting that we build this relocated street so that he may have use of it. There are also two other properties involved.

While we do not have a legal obligation, we feel that there exists a moral one to provide a minimum-type access to these properties until such time as the contract is let and the proper street constructed.

Please, therefore, instruct the Maintenance Division to provide this main type access at an estimated cost of $1,000 as soon as convenient. The proper prefix to use for this charge is 134-2509-409.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

Enclosure

cc: Mr. D. H. Hoehring (file enclosed)
Mr. D. J. Barbee

RECEIVED
OCT 12 1965
FOR FILING
SW-4666 (61)

Mackaring

3345 S. W. 108th. Street
Beaverton, Oregon
September 15, 1965

A. J. Atencio
Right of Way Agent
Oregon State Highway Dept.,
P. O. Box 02157
Portland, Oregon 97202

File No. 37845 - Webb

Dear Mr. Atencio:

See 61

In regards to your letter of August 27, 1965 in which was enclosed an "Original" and three copies of a Real Estate Option.

Because Mr. Webb and I had each assumed these to be standard Real Estate Option forms neither of us gave any particular attention - until quite some time later, except to note the time limit of six (6) months.

However, upon closer examination we find the "Original" and three copies dated May 7, 1965. Instead of being dated August 27, 1965.

When we received these it was the first knowledge we had had of this Option, or what the States offer would be. Although this Option had been in existence for a period of nearly four months.

Mr. Atencio, this Real Estate Option was dated exactly sixteen (16) weeks previous to the date August 27, 1965 when you called at our home intending to make delivery of same, and to inform us of the States offer for our property. (Due to certain circumstances you very kindly mailed these papers to us which we received Tuesday, August 31, 1965.

However, we believe this to be an error rather than being deliberate. Since it is inconceivable to us that a Right of Way Agent or any other person of authority employed by or connected with the Oregon State Highway Department could or would withold these important papers for a period of sixteen (16) weeks after being dated Before making delivery of same.

Therefore, we respectfully request that you mail to us an "Original" and three copies of a Real Estate Option with the date corrected. The date should correspond with the date of your letter May 27, 1965. (The same date that you called at our home to make delivery of this Option.)

Very truly yours,

Isabelle Webb

Isabelle Webb

cc Mr. Forrest Cooper
Mr. G. E. Rohde

RECEIVED
SEP 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

J Mackaring
9-20-65

RECEIVED
SEP 14 1965
FOR FILING

SU 466 (4)

6655

September 13, 1965

Mr. L. W. Christen
624 Windemere Isle
Alameda, California

141

Dear Mr. Christen:

Reference is made to your letter of September 1, pertaining to a 30-inch culvert in the vicinity of your property adjacent to the Hunziker Industrial area near Tigard. Prior to receipt of your letter, our Field Engineers had discovered that the specified pipe was probably inadequate and the study is now being conducted to determine the proper size of drainage structure which will be required at this point.

The area in which this pipe was to be installed is, at present, being utilized as a waste area for the grading contractor on the adjacent section and he has been instructed to leave an open channel through the fill to permit flow of water until such time as a proper structure can be placed. This structure will probably be constructed on a future contract in this area.

Thank you for bringing this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. W. Rulien

EAP:jkk bg

1496

SEP 7 65

REFERRED TO
Klabo
BY SECRETARY

624 Windemere Isle
Alameda, California
September 1, 1965

Department of Engineering,
Oregon State Highway
Salem, Oregon

Gentlemen:

As a matter of record we would like to confirm a telephone conversation we had with one of the engineers in the office at McLoughlin Avenue, Portland a while back, with regards to the size of the drainage culvert planned for installation under the Sunset Highway-Baldock expressway where it crosses through the Hunziker industrial area just south of Pacific Highway at Tigard, and across one corner of our land.

We do not believe that a 30" culvert will be nearly sufficient to take care of the drainage in this area during the heavy rain season, based on personal knowledge of the amount of water that flows down this main drain line for this area. There are feeder drains that come into the line after it comes under S. W. 72nd Ave., and even though the drain ditch is 4-5' high and 6-7' wide in places it overflows for days at a time when there are heavy rains.

This could create a serious problem if a lake forms against the highway because of lack of drainage. It is our opinion that two 30", or at least a 48" culvert should be installed under the expressway to eliminate future problems and expense.

Yours very truly,
L. W. Christen
L. W. Christen

Routing

Morgen
Decker
Bond
Barbee
Walker
Olsen
Ellis

RECEIVED
SEP 9 1965
CONSTRUCTION
DIVISION

Point
Moreland
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 7 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 15 1965

UNITED STATES GOVERNMENT

Memorandum

SU-466(4)

6650

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 10, 1965

In reply refer to: 08-35.7

FROM: T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project US-466(3), Sunset Highway - Wood Street
Parcel 37840, Woolley

The State proposes to acquire .28 acre of land from a parcel of unimproved land that presently contains .71 acre. The State's value estimate of $18,300 is at the rate of $1.50 per square foot.

It is our understanding that the subject parcel is part of a larger tract which is now under the ownership of Gaea, Inc. According to your appraisal records the entire tract was purchased by Mr. Woolley from the C. H. Parkway Company in 1964 at a rate of over $10,000 an acre. Your records indicate that the property has changed hands three times during a 5-month period, and some of the transactions represent inter-company exchanges.

Due to this fact, and the great increase in the per unit value placed on the property, we believe it would be wise to secure an independent fee appraisal on a before and after basis; therefore, in accordance with paragraph 5h of PPM 21-4.1 we will require an independent fee appraisal and another review appraisal as a basis for Federal participation in any right of way settlement. The title report and 5-year record of sales transactions should be made available to the appraiser for his analysis.

RECEIVED
SEP 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

orig to Mackaness
copy to Young
9-15-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 10 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
E 8252

PROJECT REPORT NO.
SU-466(4)

FORM PR-2 (REV. 2-64) — U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-3-65

STATE: Oregon

COUNTY: Washington

PROJECT NO.: SU-466(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. 0.5 Mi. N. Beaverton S. City Lts. S. 4.3 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-4-65	2.587
OTHER (Specify)		

FUNDS — Pro Rata 63.45%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,596,195.00	$ 1,012,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer September 3, 1965

Oregon State Highway Department

Federal-Aid
Project No. SU-466(4)

S.P.R.R. O'XING-PACIFIC HIGHWAY SECTION OF THE

BEAVERTON-TIGARD HIGHWAY IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 10, 1965

Type Code 6201
Grading and Paving (Sta. 294+09 to Sta. 398+00)(Contract No. 6650)

Clearing and Grubbing	All Required (75%)			$ 15,000.00
Ditch Excavation, Unclassified	460	cu.yd.	$ 3.00	1,380.00
General Excavation, Unclassified	562,000	cu.yd.	0.59	331,580.00
Overhaul	25,000	C-yd.sta.	0.30	7,500.00
Finishing Roadbed and Slopes	All Required			20,000.00
Trench Excavation	4,900	cu.yd.	2.50	12,250.00
Special Backfill in Drains	1,440	cu.yd.	6.00	8,640.00
Watering	1,500	M-gal.	2.00	3,000.00
3/4" - 0 Material in Stone Leveling Course	8,600	ton	2.80	24,080.00
3/4" - 0 Aggregate in Prime Coat	600	cu.yd.	5.00	3,000.00
RC-250 Asphalt in Prime Coat	90	ton	40.00	3,600.00
RS-1 Asphalt in Tack Coat	2	ton	50.00	100.00
Plant-Mix Stone Base	158,000	ton	2.30	363,400.00
Bituminous Base Mixture	12,000	ton	3.40	40,800.00
Asphalt in Bituminous Base Mixture	530	ton	28.00	14,840.00
Class "B" Asphalt Concrete	22,000	ton	5.40	118,800.00
12-inch Culvert Pipe	560	lin.ft.	3.00	1,680.00
18-inch Culvert Pipe	330	lin.ft.	5.00	1,650.00
24-inch Culvert Pipe	300	lin.ft.	7.00	2,100.00
30-inch Culvert Pipe	120	lin.ft.	10.00	1,200.00
36-inch Culvert Pipe	200	lin.ft.	14.00	2,800.00
12-inch Storm Sewer Pipe	5,000	lin.ft.	3.00	15,000.00
15-inch Storm Sewer Pipe	2,400	lin.ft.	5.00	12,000.00
18-inch Storm Sewer Pipe	550	lin.ft.	5.00	2,750.00
8-inch Sanitary Sewer Pipe	90	lin.ft.	2.50	225.00
8-inch Drain Pipe	5,100	lin.ft.	2.00	10,200.00
24-inch Culvert End Sections	6	only	40.00	240.00
30-inch Culvert End Sections	1	only	60.00	60.00
36-inch Culvert End Sections	2	only	70.00	140.00
Concrete Manholes	12	only	250.00	3,000.00
Concrete Inlets, Type "D"	2	only	125.00	250.00
Concrete Inlets, Type G-1	30	only	125.00	3,750.00
Concrete Inlets, Type G-2M	1	only	125.00	125.00
Adjusting Manholes	5	only	30.00	150.00
Concrete Curbs	250	cu.yd.	30.00	7,500.00
A.C. Concrete Driveways	160	sq.yd.	1.50	240.00
Extra for A.C. Concrete Approaches	18	only	25.00	450.00
Guide Posts, W-1	42	only	7.00	294.00
Guide Posts, Y-1	76	only	7.00	532.00

Guide Posts, Y-2 & Y-3	40 only	$ 7.00	$ 280.00
Guard Rail	2,300 lin.ft.	2.28	5,244.00
Type 2 Barricade	2,300 lin.ft.	2.50	5,750.00
Rail End Pieces	15 only	5.00	75.00
Guard Rail Blocks	124 only	1.75	217.00
Extra Guard Rail Posts	8 only	8.00	64.00
Extra for Special Steel Guard Rail Posts	6 only	15.00	90.00
Salvaging Guard Rail	300 lin.ft.	0.50	150.00
Salvaging Type 2 Barricade	275 lin.ft.	0.50	137.50
Guard Rail-Salvaged Guard Rail	180 lin.ft.	0.75	135.00
Type 2 Barricade-Salvaged Type 2 Barricade	275 lin.ft.	1.00	275.00
Type 2 Barricade-Salvaged Guard Rail	125 lin.ft.	1.00	125.00
Type 3 Fence	13 rod	40.00	520.00
Salvaging 6' Chain-Link Fence	810 lin.ft.	0.30	243.00
6' Chain-Link Fence - Salvaged	810 lin.ft.	1.00	810.00
1 1/2-inch Electrical Conduit	300 lin.ft.	2.00	600.00
Furnishing Field Laboratory Buildings	All Required		500.00
	Grading & Paving Subtotal		$1,049,521.50
Signing			
Sign Support Footings	All Required		$ 3,170.00
Single Sign Supports	All Required		4,780.00
Double Sign Supports	All Required		3,340.00
Painted Wood Sign Posts	All Required		1,600.00
Type "A" Signs in Place	1,232 sq.ft.	$ 6.70	8,254.40
Type "C", "D" & "R" Signs in Place	597 sq.ft.	3.15	1,880.55
Type "E", "P" & "G" Signs in Place	111 sq.ft.	3.30	366.30
Type "P" Signs in Place	83 sq.ft.	4.75	394.25
	Signing Subtotal		$ 23,785.50
Flagging (57½% of Contractor's Cost)	All Required (75%)		$ 7,500.00
Seeding and Mulching	All Required (75%)		2,625.00
Re-establish Water Service	All Required		1,500.00
			$ 11,625.00
	Subtotal		$1,084,932.00
	10% Engr. & Cont.		108,493.00
	Total		$1,193,425.00

Type Code 0010
Grading (Sta. 198+00 to Sta. 218+15) (Sta. 266+50 to Sta. 269+70) (Sta. 416+00 to Sta. 426+00) (Contract No. 6650)

Clearing and Grubbing	All Required (25%)		$ 5,000.00
Ditch Excavation, Unclassified	2,100 cu.yd.	$ 3.00	6,300.00
Embankment Foundation Excavation, Unclassified	1,100 cu.yd.	3.00	3,300.00
Overhaul	565,000 C-yd.sta.	0.30	169,500.00
Trench Excavation	4,600 cu.yd.	2.50	11,500.00
Special Backfill in Drains	60 cu.yd.	6.00	360.00
Stone Blanket	1,600 cu.yd.	3.20	5,120.00
Sand Backfill Material	20 cu.yd.	10.00	200.00
Watering	5,100 M-gal.	2.00	10,200.00
60-inch Structural Plate Pipe (Conduit)	All Required		13,285.00
30-inch Culvert Pipe	180 lin.ft.	10.00	1,800.00
36-inch Culvert Pipe	300 lin.ft.	14.00	4,200.00
60-inch Culvert Pipe	300 lin.ft.	40.00	12,000.00
10-inch Sanitary Sewer Pipe	300 lin.ft.	3.25	975.00
18-inch Sanitary Sewer Pipe	1,000 lin.ft.	5.00	5,000.00
48-inch Sanitary Sewer Pipe	630 lin.ft.	25.00	15,750.00
54-inch Sanitary Sewer Pipe	500 lin.ft.	40.00	20,000.00
8-inch Drain Pipe	400 lin.ft.	2.00	800.00
36-inch Culvert End Sections	2 only	70.00	140.00
90-inch Tunnel Liner Plate Structure	60 lin.ft.	180.00	10,800.00
Concrete Manholes	4 only	250.00	1,000.00
Special Concrete Manholes	3 only	750.00	2,250.00
Salvaging Manhole Frame and Cover	3 only	10.00	30.00
			$ 299,510.00
Flagging (57½ of Contractor's Cost)	All Required (25%)		$ 2,500.00
Salvage and Stockpile 12" Water Main	All Required		400.00
Seeding and Mulching	All Required (25%)		875.00
			$ 3,775.00
Utilities			
Southern Pacific Railroad	All Required		$ 2,500.00
	Subtotal		$ 305,785.00
	10% Engr. & Cont.		30,578.00
	Total		$ 336,363.00

Type Code X028
Culvert (Sta. 364+36.63 to Sta. 364+63.37) (Contract No. 6650)

Trench Excavation	1,300 cu.yd.	$ 2.50	$ 3,250.00
Class "A" Concrete in Box Culvert	740 cu.yd.	60.00	44,400.00
Metal Reinforcement in Box Culvert	106,000 lb.	0.12	12,720.00
			$ 60,370.00

Subtotal	$ 60,370.00
10% Engr. & Cont.	6,037.00
Total	$ 66,407.00

Length of Grading, Paving & Signing - - - 1.950 Miles
Length of Grading - - - - - - - - - - - - - 0.632 Mile
Length of Structure - - - - - - - - - - - - 0.005 Mile
Total Length of Project - - - - - - - - - - 2.587 Miles

Cost of Grading, Paving & Signing Per Mile $612,012.82
Cost of Grading Per Mile- - - - - - - - - - $532,219.94

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Grade, Pave & Sign	$1,193,425.00	$ 756,900.00	$463,525.00
Grading Only	336,363.00	213,400.00	122,963.00
Structure	66,407.00	42,100.00	24,307.00
	$1,596,195.00	$1,012,400.00	$610,795.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
SEP 2 - 1965

Form CD-121 (11-63) Prep. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

(4)SU-466(4)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6650

DATE: August 30, 1965

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project US-466(3)
Sunset Highway - Wood Street
Parcels 37839, Peterkort, and 37958, Ditmar

A review of the staff appraisals covering the above mentioned properties indicates that the estimates of value include damages to the remaining properties, primarily due to a loss in value because of a change in highest and best use, brought about by the complete control of access that will be acquired to the Sunset Highway.

It is our understanding that both properties presently have unrestricted access, both to the Sunset Highway and to SW Barnes Road. After the taking both properties will have access to SW Barnes Road. The Peterkort property is presently improved with buildings for a retail lumber sales yard and a landscape nursery. Both of the improvements are oriented towards SW Barnes Road and have physical access to this road only. The Ditmar property is improved with a residence which has a reasonable access both to SW Barnes Road and Sunset Highway.

Inasmuch as both of these properties will have reasonable access to a part of the public highway system, consideration must be given to paragraph 6k of PPM 21-4.1(3) dated October 17, 1963, which precludes Federal participation in such payment. Before a final decision is made as to the applicability of paragraph 6k, we would appreciate the review and comments of the Legal Division concerning the State law in a case of this kind. It also appears that a portion of the damages to parcel 1 of the Peterkort property (the nursery) was attributed by Staff Appraiser Edwards as not only due to the access change, but loss of size.

Your comments are requested.

RECEIVED
AUG 31 1965
OFFICE OF
STATE HIGHWAY ENGINEER

orig to Mechling
Copy to Young
9-2-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

9

RECEIVED
SEP 1 - 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FILING
SU-466(4)
6650

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 30, 1965

Stevens & Thompson, Inc.
5505 S. E. Milwaukie Avenue
P. O. Box 02201
Portland, Oregon 97202

ATTENTION: Mr. Carl R. Reinke

Re: West Slope Interseptor Sewer Relocation
SP Overcrossing-Pacific Highway West
Beaverton-Tigard Highway
Washington County
Contract No. 6650
Project No. SU-466(4)

Gentlemen:

This is in reply to your letter of July 8, 1965 in which you ask for the proposed sewer line shown on our plans between Stations 197+15 and 202+60 to be increased from 48" to 54" in size.

We have reviewed our design as shown in our reduced construction plans (Sheets 3, 3A and 4 attached), and feel that we have replaced the existing sewer in kind from the standpoint of capacity. The existing 48" sewer flowing toward the east on a slope of 0.00031 ft./ft. has a maximum capacity of 21 c.f.s. We intersept the existing 48" sewer approximately 145' west of its junction with the existing 54" sewer. Our proposed reconstruction will extend this 48" sewer south 570' on a slope of 0.00032 ft./ft. with a capacity of 22 c.f.s.

Construction plans show that the crown elevations of the 48" and 54" pipes have been matched at Station 202+60 and that the above-mentioned slopes have been maintained. It is our opinion that our proposed plan will restore the sewer to its original function and we do not feel it necessary to provide a 54" pipe as you have requested.

If the West Slope Sanitary District wishes to enlarge this sewer to allow for future expansion in this area, we will make this change in our plans, but the additional cost must be borne by the District.

Our contractor's bid price for the 48" Class III Sanitary Sewer Pipe on this project is $25.00 per lineal ft. He can install 54" Class III S.S.P. for $31.90 per lin. ft. This means that the use of 54" pipe will increase the cost of this 570'

installation by $6.90 x 570' or $3,933.00. If the District will bear this additional cost, the State will install the 54" pipe as requested.

Inasmuch as the contractor is now ready to order pipe for this installation, we will appreciate your early reply in this matter.

The Permit which will be issued to the District upon completion of the relocation will include provisions allowing the District access to maintain their facilities, but from some route other than from the freeway.

An X-Permit is now being prepared and will be transmitted to the District in the near future.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

Attachments

cc: West Slope Sanitary District
8665 S. W. Canyon Road
Portland, Oregon 97225

F. B. Klaboe (w/copy of Stevens & Thompson letter and plan sheets)
L. W. Rulien " " " " "
D. D. Rohrbough " " " " "

RECEIVED
AUG 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

M. LOREN THOMPSON, P.E.
MARVIN W. RUNYAN, P.E.
RONALD E. RIES, P.E.
LLOYD E. ROOT, P.E.

GORDON E. TRAPP, A.I.A.
JAMES A. CROM, P.E.
GILBERT R. MEIGS, P.E.
WILFRED D. AMBLE, P.E.
HAROLD R. MURRAY, P.E.
CARL R. REINKE, P.E.
HARVEY W. TAYLOR, P.E.

STEVENS & THOMPSON, INC. *Consulting Engineers*

INVESTIGATIONS • REPORTS • DESIGN AND SUPERVISION OF CONSTRUCTION
PORTLAND, OREGON
SEATTLE, WASHINGTON

REPLY TO: 5508 S. E. MILWAUKIE AVE.
POST OFFICE BOX 02201
PORTLAND, OREGON 97202
PHONE - (503) 234-0721

P167

July 8, 1965

State of Oregon
State Highway Dept.
Salem, Oregon 97310

CONSTRUCTION DIVISION
RECEIVED
JUL 9 1965

Attn: Mr. T. W. Litchfield

Gentlemen:

We have received a copy of your letter of June 22 to the West Slope Sanitary District concerning the relocation of West Slopes' 54-inch interceptor sewer in the vicinity of the proposed Beaverton - Tigard Highway. We have also received a submittal from your Mr. Hesla of a sample application and permit form adopted to suit the situation.

We have checked our figures concerning the pipe sizes in question and do not agree that the sewer is being replaced in kind from the standpoint of capacity. In your design the proposed 48" sewer meets the invert of the 54" line at Station 202+60. This we feel is in error since the crown elevations should be matched to maintain capacity at the slopes shown. If the 48" line is raised 6 inches to match crown elevations with the 54" line the slope and consequently the capacity is considerably reduced and does not match the capacity of the existing 54" sanitary sewer. At the reduced slope it appears to us that a 54" line is necessary for the entire length of the relocation in order to maintain existing capacities. If there is disagreement on this point we would be happy to discuss the problem in more detail at any time.

The attorney for the West Slope Sanitary District, Mr. Jack Hannam, has suggested certain changes in the application and permit form. A copy of his letter containing these suggested changes is attached.

Very truly yours,

STEVENS & THOMPSON, INC.

By Carl R. Reinke
Carl R. Reinke

crr/ct
cc - West Slope Sanitary District
- A. C. Allen
- Jack Hannam

RECEIVED
SEP 27 1965
FOR FILING

SU-1166(4
6-60

Salem, Oregon
August 25, 1965

Agenda Item
4 b
8-23-65

Throughway Agreement
Sunset Highway-Pacific Highway Section
including Tigard Unit
Beaverton-Tigard Highway #144
City of Tigard

MISC. CONTRACTS and
AGREEMENTS No. 2901

Mr. H. S. Cox
County & City Engineer
BUILDING

Attention: Mr. D. N. Harwell
Office Engineer
County & City Division

Attached is a conformed copy of an agreement between the City of Tigard and the State Highway Commission covering the above-named subject.

A fully executed copy of the agreement has been retained in this office for the Commission's files, one fully executed copy has been sent to the City of Tigard and one partially signed copy has been sent to Washington County, Courthouse.

Secretary

bb
Attach: 1

RECEIVED
JUL 27 1965

July 26, 1965

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the August 24 Commission meeting will be a throughway agreement with the City of Tigard pertaining to the Sunset Highway-Pacific Highway Section, including the Tigard Unit, of the Beaverton-Tigard Highway No. 144, in Tigard, Washington County, Oregon.

This agreement provides for construction of the throughway and its interchanges, reconstruction of parts of various roads or streets, street closures, parking restrictions, utility relocation, and other pertinent problems relating to the construction of said facility in Tigard.

Upon completion of project, County will assume maintenance, jurisdiction, and control of the various frontage roads and those city street connections that will be reconstructed as part of the project, the reason being that said streets or roads are now under county jurisdiction.

Awarding of the contract for the initial project, SPHR Overcrossing-Pacific Highway West Section, for which bids were received at the June 29 bid letting, was held up pending signature of the Tigard agreement by the city officials.

Companion agreements with the City of Beaverton and Washington County Board of Commissioners were presented for your consideration at the July 13 Commission meeting.

Your approval is recommended and your authority requested for the Secretary's signature for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. E. Klaboe
Victor D. Wolfe
H. S. Cox
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien

DNH:mm bg

RECEIVED
AUG 23 1965
FOR FILING
SG-4466 (4)
6650

August 23, 1965

376

Mrs. J. Vanderhoof
12205 S. W. Marion Street
Portland, Oregon 97223

Dear Mrs. Vanderhoof:

This is in reply to your August 11 letter requesting that we remove a back-porch slab from your property.

I have been advised that you were contacted by Mr. B. P. Huntley, District Maintenance Superintendent, and that he will have the concrete slab removed from your property.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:sw

bc: Forrest Cooper
R. L. Porter
D. M. Mechring
B. P. Huntley

Aug. 11, 1965
Sigourney, Iowa

273

AUG 13 65

#35354

Dear Sir:

Would you please remove the back cement porch off our property, formally 104458. N. Greenbush, 2-4498

It was our understanding that this would be removed by the party that purchased house, but they pulled it back on our property and just left it.

We would like to mow our remaining property and find it impossible to remove the cement.

Sincerely
Mrs. J. Vanderhoff
1220 S. E. Marion
Sigourney, Iowa

REFERRED TO
Wolfe
BY DEPUTY STATE HIGHWAY ENG.

RECEIVED
AUG 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 16 1965
RIGHT OF WAY

RECEIVED
AUG 16 1965
LEGAL & RIGHT OF WAY

RECEIVED
AUG 25 1965

Commissioners
[illegible] Phillips, Baker
Chairman
Fallant, Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
Pat Metke, Bend
Joseph W. Smith, Klamath Falls

SU-466(4)

(1-60)

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

August 20, 1965

RECEIVED
AUG 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Ivan D. Merchant

Dear Sir:

We are replying to your letter of August 12, 1965 which requested our comments on the proposed plans of the following projects:

1. Drawing No. 20765 - Beaverton-Highway Overcrossing, Route No. 141, Progress-Pacific Highway West Section.

2. Drawing No. 21037, Vicinity Map - Phillips Creek Bridge Site, Station 11+05 at Junction of FAS No. 795 and Weston-Elgin Highways.

3. Drawing No. 20853 - Plan and Elevation - Boat Basin Access Bridge UPRR, Cascade Locks-Mitchell Point Section, Columbia River Highway.

4. Drawing No. 21098 - Big Rock Creek Bridge, County Road No. 813, Linn County.

5. Drawing No. 16708 - Willamette River Bridge, First Avenue-Coburg Road Section, Eugene-Springfield Highway.

We do not anticipate any conflict with wildlife resources as a result of any of the above construction, so the plans are approved.

NOTED
F. B. KLABOE

Thank you for the opportunity of reviewing the projects.

cc: Mr. Larry Rulien (2)
A. F. Parsons (2)
R. D. Asburry (2)
L. R. Chandler (2)
F. Klaboe
L. H. Young
Frank Morgan
J. E. Morelock

ROK:dm

cc: Director OFC

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

[illegible] DEPARTMENT
[illegible] DIVISION
AUG 23 1965
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

Re: Hwy 144 & Wash Co (Sunset Hwy - Pacific Hwy.)

RECEIVED
AUG 20 1965
FOR FILE
SU-466(4)
NOTED L. L. PORTER
6650

COUNTY OF WASHINGTON
COURTHOUSE
HILLSBORO, OREGON 97123

August 12, 1965

NOTED H. S. COX
NOTED DON HARWELL

Mr. H. S. Cox
County and City Division Engineer
Oregon State Highway Department
Salem, Oregon 97310
0410

Dear Mr. Cox:

7-8-65
8-11-65

Relative to your recent letter concerning the S.W. Hampton Street connection (Beaverton-Tigard Highway No. 144), this proposal was approved by the Board of County Commissioners at their July 20, 1965 meeting.

When Mr. Harwell was in my office yesterday, I indicated the Board's action on your official map. retained in Co-Cty Div. Files

Thanks for your cooperation and assistance.

R. M. Nyman
County Administrative Officer

RMN/pb

Copy: Mr. McKinstry
Public Works

RECEIVED
AUG 16 1965
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
AUG 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Cooper - Porter - Kloboe - Morgan - Rulien - Moehring

RECEIVED
SEP 10 1965
FOR FILM 3

S-466(4)
6650

August 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the S.P.R.R. O'xing-Pacific Highway Section, Project No. S-466(4).

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, subject: "Consideration of the over-all interests of the public in the Federal-aid highway programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
AUG 12 1965
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
GRESHAM
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 10, 1965

SU-466(4)
LLE

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. B. Robertson

Re: Power Line Adjustment - PGE
SPRR Overcrossing-Pacific Highway West
Beaverton-Tigard Highway - Washington County
Project No. SU-446(4) - Contract No. 6650
YOUR JOB: 59064

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of July 20, 1965, has been approved by the State. You are hereby authorized to proceed with the work as of July 23, 1965.

Reimbursement for the work performed subsequent to July 23, 1965, in the amount of $386.00, will be made in accordance with paragraph 7-a(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
L. W. Rulien
D. D. Rohrbough
B. P. Huntley
Jack Hesla

RECEIVED
AUG 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
AUG 12 1965
COMMISSIONERS

FOR PARKING
PERRY L. PARKINSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

166(4)

6650

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 9, 1965

Mr. Mitchell Drake
1600 N. W. Savier
Portland, Oregon 97209

Dear Sir:

Enclosed please find a copy of our plan sheets showing the design details from Station 198+00 to Station 225+00 on our contract "S.P.R.R. O'Xing-Pacific Highway West Section". This is in response to your telephone request of August 2, 1965. This information has been added to the "no work" areas on this contract. As final design is not complete in these areas, this added information must be considered "Preliminary, Subject to Change."

We anticipate our next contract on this route will be from Beaverton to Progress; however, the scheduling of this work will depend on availability of funds which has not been determined at this time.

NOTE TO F. B. KLABOE

Your inquiry concerning the "Fred Meyers culverts" on the Beaverton-Hillsdale Highway should be directed to our Division Office in Milwaukie. They are familiar with the details of this matter.

Very truly yours,

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

Enc.
DLT:fp
bc F. B. Klaboe
L. W. Rules

RECEIVED
AUG 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 30 1965
FOR FILING

SU-466(4)

6650

July 30, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 26, 1965, on Contract No. 6650, SPRR O'xing - Pacific Highway West Section, in Washington County, in connection with Federal-Aid Project No. SU-466(4).

Very truly yours,

Ferrant Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

KMR:kc

FORM E-123X DOM 2-65

RECEIVED
JUL 30 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 29, 1965

NOTED
F. B. KLABOE

Mr. Mitchell Drake
1600 N. W. Savier
Portland 9, Oregon

Dear Sir:

Please find enclosed a copy of our plan including proposed drainage features in the Beaverton area on our proposed relocation of the Beaverton-Tigard Highway and a set of our contract plans "S.P.R.R. O'Xing-Pacific Highway West" Section. These were requested for you by our Mr. C. T. Keasey.

As our final design is not complete in the Beaverton area, this information so stamped must be considered "Preliminary, Subject to Change".

We hope this information will be of value to you.

Very truly yours,

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fp
Enc.
cc F. B. Klaboe
C. T. Keasey

RECEIVED
JUL 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 27 1965
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 2883

(1) Sel-466 (4)

6-65D

Salem, Oregon
July 20, 1965

Agenda Item 4g-2

Throughway Agreement
Sunset Hwy.-Pacific Hwy. Section
including Beaverton Unit,
Beaverton-Tigard Hwy. #144
City of Beaverton

Mr. H.S. Cox
County & City Engineer
Building

Attention: Mr. D.N. Harwell
Office Engineer
County & City Div.

Attached is a partially signed copy of a throughway agreement between the State Highway Commission and the City of Beaverton covering the above named subject.

A fully executed copy of the agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City of Beaverton. A partially signed copy has been sent to the Washington County Court.

Secretary

rm
Attach: 1

AUG 27 1965
FOR FILING
SU-966(4)

Salem, Oregon
July 21, 1965

MISC. CONTRACTS and AGREEMENTS No. 2866

Agenda Item 4g-1

Throughway Agreement
Sunset Highway-Pacific Highway Section
Beaverton-Tigard Highway No. 144
Washington County

Mr. H. S. Cox
County & City Engineer
Building

Attention: Mr. D. N. Harwell
Office Engineer
County & City Div.

Attached is a conformed copy of a throughway agreement with Washington County covering the above named subject.

A fully executed copy of the agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the Washington County Court. Copies have also been sent to the City of Tigard and the City of Beaverton.

Secretary

rm
Attach: 1

JUN 30 1965

June 29, 1965

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the July 13 Commission meeting will be a throughway agreement with the City of Beaverton pertaining to the Sunset Highway-Pacific Highway Section, including the Beaverton Unit, of the Beaverton-Tigard Highway #144 in Beaverton, Washington County, Oregon.

This agreement provides for construction of the throughway and its interchanges, reconstruction of parts of various roads or streets, street closures, parking restrictions, utility relocation, and other pertinent problems relating to the construction of said facility in Beaverton.

Upon completion of project, County will assume maintenance, jurisdiction, and control of the various frontage roads and those city street connections that will be reconstructed as part of the project, the reason being that said streets or roads are now under county jurisdiction.

The initial SPRR Overcrossing-Pacific Highway West Section project is estimated to cost approximately $1,630,000 and if satisfactory bids are received at the June 29 bid letting, pending no other complications, the contract is clear for award.

There will be companion agreements with the City of Tigard and Washington County Board of Commissioners.

Your approval is recommended and your authority requested for the secretary's signature for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. W. Rulien
F. D. Morgan

DNH:mm sw

RECEIVED
SEP 20 1965
FOR FILING

SU-466(4)

6650

July 21, 1965

Warren Northwest
a Division of Warren Bros. Company
P O Box 7575
Portland, Oregon

Gentlemen:

The State Highway Commission on July 6, 1965, accepted your proposal for grading, paving and signing on the Southern Pacific Railroad Overcrossing-Pacific Highway West Section of the Beaverton-Tigard Highway in Washington County for the sum of $1,433,187 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6650.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bm

cc Pac. Bldr. & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oreg.
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
JUL 23 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1965

SUBJECT:

SH-466(4)

6650

To: ~~MEMO TO~~ FILE

On this date, Chairman Jackson approved the award of the following contracts for which bids were opened on June 29:

(1) Southern Pacific Railroad Overcrossing-Pacific Highway West Section, Beaverton-Tigard Highway, to Warren Northwest, in the amount of $1,433,187.00

(2) Orchard Heights Road-Edgewater Street Section, Salem-Dayton Highway in West Salem, to Salem Road & Driveway Co. in the amount of $267,612.50.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Victor D. Wolfe
Floyd Query
L. H. Young

FORM E-1232 80M 12-63

RECEIVED
JUL 23 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6650

NOTED
F. B. KLABOE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 16, 1965

City of Tigard
City Hall
Tigard, Oregon

Attention: Mr. E. G. Kyle

RE: Proposed 15-inch Sanitary Sewer Crossing
SPRR O'Xing-Pacific Hwy. West Section
Beaverton-Tigard Highway
Washington County

Gentlemen:

Please refer to Stevens and Thompson's letter of June 10, 1965 over the signature of Mr. G. R. Meigs, which requested that a 15-inch sanitary sewer be provided on this section between Stations 416 and 425.

As discussed in a telephone conversation between you and Mr. Preston of this office, the State encourages the installation of future anticipated needs of this nature; however, since the State did not purchase this property subject to any easement for your proposed sewer, this work must necessarily be at the City's expense. Bids for this project have been received by the State Highway Commission; therefore, it was further suggested that the City negotiate with the State's contractor for this work.

Prior to beginning work, you are requested to do the following:

(1) Please contact Mr. B. P. Huntley, District Maintenance Superintendent, P. O. Box 565, Beaverton, phone 292-6333, in regard to obtaining a permit for locating this line on State Highway right of way.

(2) Contact Mr. D. D. Rohrbough, Resident Engineer, P. O. Box 382, 10575 S. W. Denny Road, Beaverton, phone Portland CA6-2161, Extension 5672, at least three days prior to beginning work so that your work may be coordinated with other work being done on this section.

Please do not hesitate to request additional information you may require concerning this matter from this office or Mr. Jack Hesla, Field Utilities Liaison Engineer for this area.

cc Stevens & Thompson, Inc.
Attn: Mr. G. R. Meigs

Very truly yours,

F. D. Morgan
Construction Engineer

RECEIVED
JUL 23 1965
OFFICE
NOTED
F. B. KLABOE

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc: F. B. Klaboe
L. H. Young
C. H. Maison
H. S. Cox
G. W. Ross
J. E. Morelock
L. W. Rulien
D. D. Rohrbough
B. P. Huntley
Jack Hesla

RECEIVED
AUG 13 1965
FOR FILING

7/13/65

STATE HIGHWAY COMMISSION MEETING

(4)

Delegation Mr. Larry Bissett, Chairman of Washington County Planning Commission, Mayor E. G. Kyle and Attorney Fred A. Anderson of Tigard, re an agreement with Highway Commission covering the Southern Pacific Railroad Overcrossing-Pacific Highway West Section of Beaverton-Tigard Highway, Washington County

Date 6650 July 13, 1965

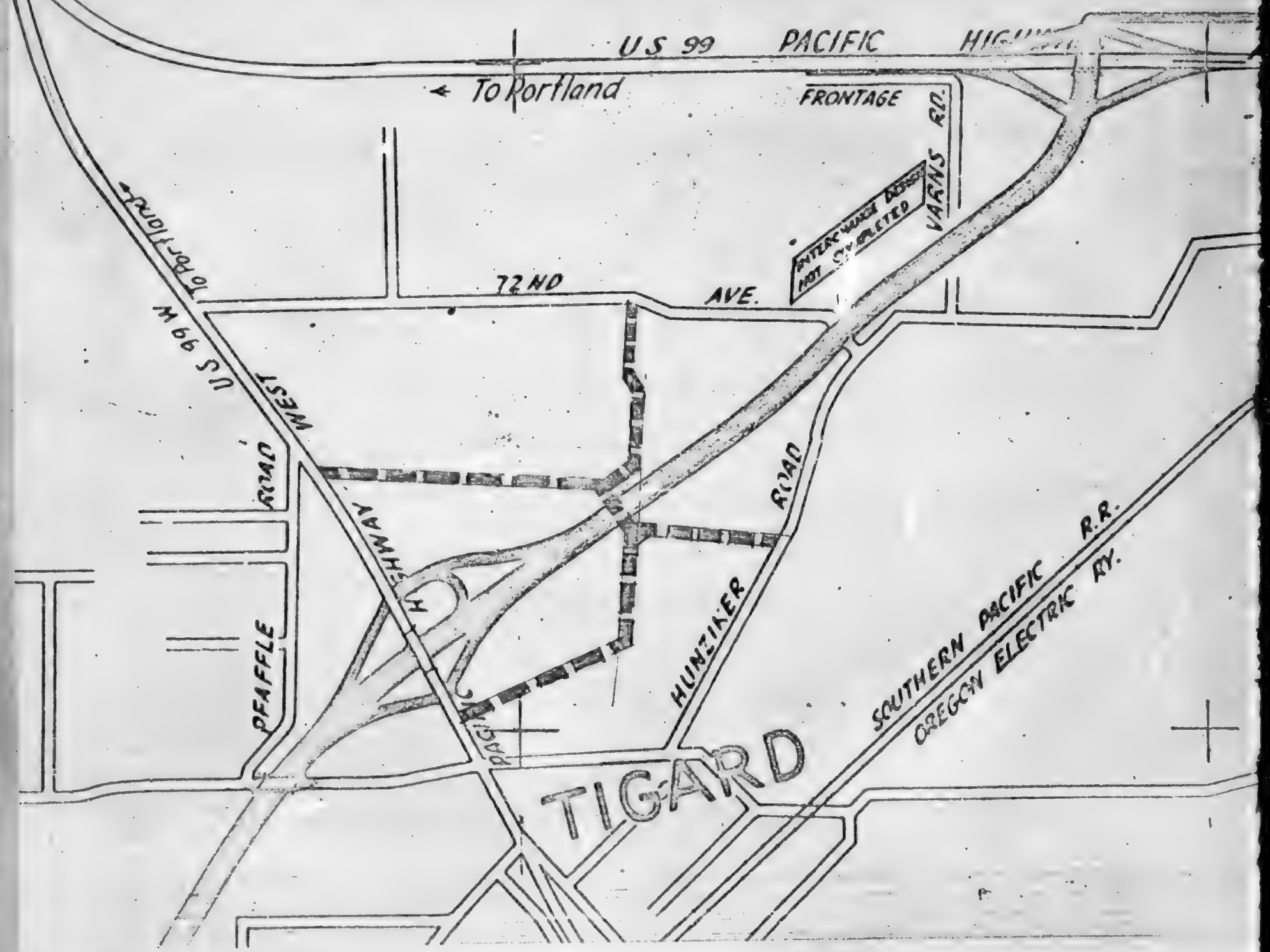
Time 11:15 a.m.

Name	City or Town	Capacity
Mayor E.G. Kyle	Tigard	
Fred A. Anderson	"	Attorney
Larry Bissett		Chrm., Wash. Co. Planning Comm.

NOTED
FLOYD QUERY

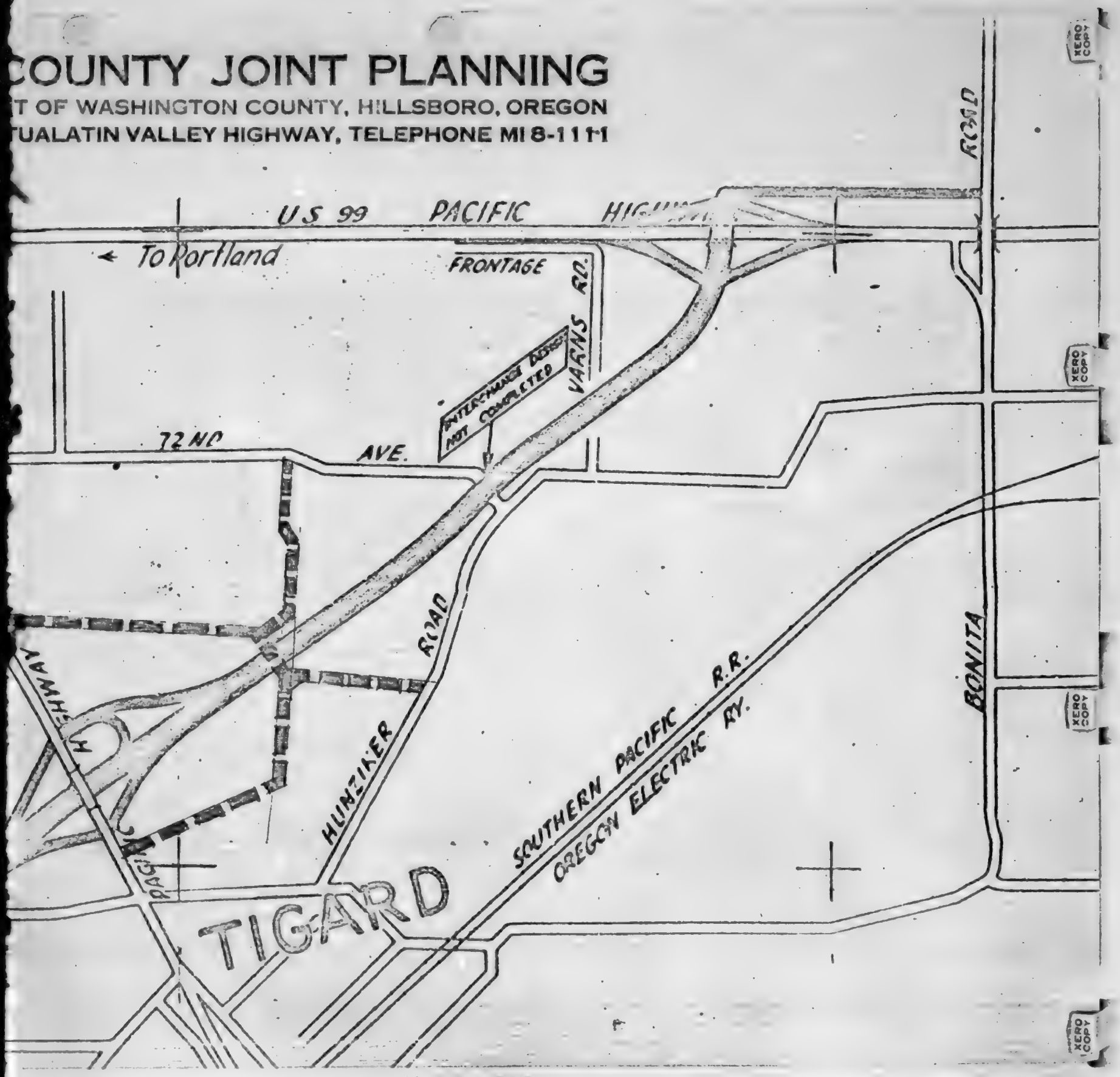
CITY-COUNTY JOINT PLANNING

DEPARTMENT OF WASHINGTON COUNTY, HILLSBORO, OREGON
27280 S.W. TUALATIN VALLEY HIGHWAY, TELEPHONE MI 8-1111



COUNTY JOINT PLANNING

T OF WASHINGTON COUNTY, HILLSBORO, OREGON
TUALATIN VALLEY HIGHWAY, TELEPHONE MI 8-1111



RECEIVED
JUL 15 1965
FOR FILING
Su 4.6 (4)
6650

Salem, Oregon 97310
July 13, 1965

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Southern Pacific Railroad
Overcrossing, Pacific Highway
West Section, Beaverton-Tigard

Reference is made to Tigard's proposal to construct a grade separation structure at the crossing of Gardiem Place near Station 422+60. Please have this expressway designed and constructed in such a fashion so that it will be possible to provide for Gardiem Place to pass over our facility.

Also, please make a thorough analysis of the need for this separation structure including BQ ratio, et cetera, and the possibility of substituting frontage roads.

F. B. Kiebee
Assistant State Highway Engineer

FBK:erb

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section _____ Unit _____
Highway _____ County _____ Prefix _____
Length _____ Designer _____ Draftsman _____ Date _____
Signed _____ Title _____

Grading & Drainage		$ 11,237
Surfacing		$ 7,154
Extra Work		
_____	$ _____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
Total Extra Work		$ _____
TOTAL		$ 113,391
+ 20% Engineering and Contingencies		$ 22,679
Structures		
120'x 24' RC Slab	$ 125,000	
_____	_____	
_____	_____	
_____	_____	
Total Structures		$ 125,000
Right of Way		$ 10,000
Total Estimated Cost		$ 271,070

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

ection _____ Unit _____
ighway _____ County _____ Prefix _____
ength _____ Designer _____ Draftsman _____ Date _____

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
					0.95	
	M-Gal		50		2.00	
	Lin Ft			313	2.28	71.28
Rail End Piece	Each	2	—	2	5.00	10

Total _____

Job No. .....

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Guard Rail

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

Guard Rail

Lt.	Lin.	Rt.	Ends
-11+1 – -17+0	2	-11+0 – -13+50	2

250' Guard Rail
2 End Pieces

OREGON STATE HIGHWAY DEPARTMENT

EARTH WORK COMPUTATION SHEET

SECTION _____ HIGHWAY _____ LINE _____

PREFIX NO. _____ CONTRACT NO. _____ SHRNK OR SWELL FACTOR _____

STATION	AREA CUT	AREA FILL	VOLUME CUT	VOLUME FILL	ADJUSTED FILL VOLUME	SUMMATION
410						
				[illegible]		
411		360				
				[illegible]		
412		[illegible]				
		W.10'L		[illegible]		
50	11+40	[illegible]		[illegible]		
				[illegible]		
414		[illegible]				
				[illegible]		
417		1900				
				[illegible]		
41		2070				
				[illegible]		
419		2030				
				[illegible]		
420		2300				
				[illegible]		
421		2300				
				[illegible]		
422+10		2290				
		W.10'L		[illegible]		
		W.10'L		1578		
423+00		2130				
				[illegible]		
424		[illegible]				
				[illegible]		
425		[illegible]				
				[illegible]		
426		1760				
				[illegible]		
427		1400				
				[illegible]		
428		[illegible]				
PAGE TOTAL				27,561		
SUB TOTAL						

IBM NO.

PAGE NO. _____

OREGON STATE HIGHWAY DEPARTMENT

EARTH WORK COMPUTATION SHEET

ON _____ HIGHWAY _____ LINE _____

FIX NO. _____ CONTRACT NO. _____ SHRNK OR SWELL FACTOR _____

STATION	AREA		VOLUME		ADJUSTED FILL VOLUME	SUMMATION
	CUT	FILL	CUT	FILL		

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section Beaverton - Tigard Unit Sunset Highway
Highway Sunset Hwy - Portland Freeway County _____ Prefix _____
Length _____ Designer _____ Draftsman _____ Date _____
Signed _____ Title _____

Grading & Drainage		$ 34,370
Surfacing		$ 29,236
Extra Work		
_____	$ _____	
_____	_____	35,083
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
Total Extra Work		$ _____
TOTAL		$ 98,689
+ 20% Engineering and Contingencies		$ 19,735
Structures		
_____	$ 106,000	
_____	_____	
_____	_____	
_____	_____	
Total Structures		$ 106,000
Right of Way		$ _____
Total Estimated Cost		$ 182,350

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ Sheets

Route Cost. Est. [illegible]

on Evaporator Road Unit Lane Co. 02260
.way [illegible] County ____ Prefix ____
.gth ____ Designer ____ Draftsman ____ Date ____

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Exist. Plant.		~~3,000~~ 2,900	~~300~~ 290	~~3300~~ 3190	0.95	~~2850~~ 2755
Bottom Course Base	Ton	6963	697	7665	2.30	17,630
Top Course Base	Ton	757	76	833	2.80	2,332
Sprinkling	M-Gal	~~221~~ 291	~~22~~ 29	~~320~~ 414	2.00	~~640~~ 828
Eqpt. in Embankment	C.Yd	30	3	33	5.00	165
R.C. 250 Asphalt.	Ton	5	1	6	40.00	240
CI "B" A.C.	Ton	838	83	911	5.40	4919
K.S. I Asph.	Ton	1	—	1	50.00	50
Guard Rail	Lin ft.	1300	130	1430	2.28	3260

Total 63,626

Sheet ____ of ____ Sheets

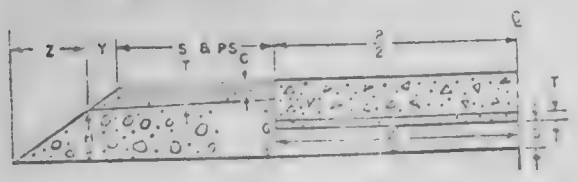
Calculation Sheet

OREGON STATE HIGHWAY DEPARTMENT

Calculations For _____

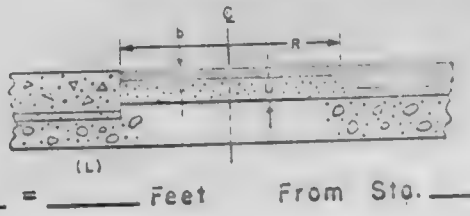
Made By _____ Date _____ Checked By _____ Date _____

HALF SECTION – P.C.C. PVT.

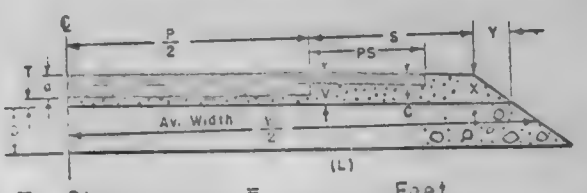


From Sta. _____ To Sta. _____ = _____ Feet

MEDIAN AREA



HALF SECTION – A.C. PVT.



From Sta. _____ To Sta. _____ = _____ Feet

BOTTOM COURSE BASE

$$\left[\left(\frac{(G)}{2}\times\ \right)+\left(\frac{(H)}{2}\times\ \right)\right]\div 27 + \left[\left(\frac{(G)}{2}\times\ \right)+\left(\frac{(H)}{2}\times\ \right)\right]\div 27 \times \underset{(L)}{\_\_\_\_} = \_\_\_\_$$

$$\left(\frac{(W)\times(D)\times(L)}{27}\right) + \left(\frac{56 \times 1.33 \times 12.45}{27}\right) = 3485.53$$

(1.30) = 4531.19 Cu. Yds.

(*) = 3917.54 Tons (1.9967)

TOP COURSE BASE and SHOULDERS

Top Course $\left[\left(\frac{(R)}{27}\times\ \right)+\left(\frac{(U)}{27}\times\ \right)\right]$ $\underset{(P)+(S+Y)}{\_\_\_}$ $\underset{(T)}{\_\_\_}$ $\underset{(L)}{(1265)} = \_\_\_$

Shoulders $\left[\frac{\left(\frac{(V)+(X)}{2}\times(S)\right)+\left(\frac{(X)}{2}\times(Y)\right)-\left((PS)\times(C)\right)}{27}\right](2)\underset{(L)}{(1265)} = 140.23$

Shoulders $\left[\frac{\left(\frac{(V)+(X)}{2}\times(S)\right)+\left(\frac{(X)}{2}\times(Y)\right)-\left((PS)\times(C)\right)}{27}\right](2)\underset{(L)}{(\ \ )} = \_\_\_$

278.90

(1.30) = 492.52 Cu. Yds.

(*) = 256.55 Tons (1.9967)

SPRINKLING

Crushed Material 5029.76 Cu. Yds. X .025 = _____ **

Earthwork _____ Cu. Yds. X _____ = _____

** Furnished by Construction Department

175.77 M-Gals

BINDER COURSE

Aggregates / Asphalt $\left(\frac{(P)}{\ \ }\times\underset{(L)}{1265}\right)$ (.00083) = _____ 30 Cu. Yds.

(.000128*) = _____ 5 Tons

ASPHALTIC CONCRETE PAVEMENT

Roadway $\frac{(P)}{(R)+(PS)}$ X $\underset{(L)}{\_\_\_}$ X $\underset{(b\text{ or }c)}{(a)}$ X $\underset{\text{Tons/Sq.Ft. 1" Thick}}{(\ \ )^*}$ = _____

Shoulders & Median 12 X 1265 X 1.5 X .000083 = 1.41

(E) 828 Tons

Asphalt Cement in Mixture .055 X (E) _____ = _____ Tons

TACK COAT

Emulsified Asphalt $\underset{(WIDTH)}{3.9}$ X $\underset{(L)}{1265}$ X .0000182 ---------- 1 Tons

OIL MAT WEARING SURFACES

Penetration Asphalt (*) = _____ Tons

Emulsified Asphalt ( ) = _____ Tons

Aggregates

- 1¼" – ¾" ( ) = _____
- ¾" – ½" ( ) = _____
- ½" – ¼" ( ) = _____
- ¼" – #10 ( ) = _____

$\left(\frac{(P)}{\ \ }\times\underset{(L)}{\_\_\_}\right)$ = _____ Cu. Yds.

* See other side for factor

NOTE: Use only that portion of this sheet which is applicable
All dimensions shall be expressed in feet or decimals of feet except "a", "b", & "c" when used in calculating A.C. Pavement

State Printing
Sept.—Rev. 1947

FORM E-103 10M

OREGON STATE HIGHWAY DEPARTMENT

EARTH WORK COMPUTATION SHEET

SECTION _____ HIGHWAY E. L. for Diversity LINE _____

PREFIX NO. _____ CONTRACT NO. _____ SHRINK OR SWELL FACTOR _____

STATION		AREA CUT	AREA FILL	VOLUME CUT	VOLUME FILL	ADJUSTED FILL VOLUME	SUMMATION
1+00			0				
	200				2265		
2+00			611				
	100				3110		
3+00			2016				
	100				7154		
4+00			2535				
	100				2582		
9+00			0				
10+70			0				
	100				2615		
11+20			2857				
	50				7956		
12+00			2500				
	200				13511		
14+00			1148				
	100				5170		
16+00			218				
	100				919		
17+00			0				
			19018		53,900		
		51,920 - [illegible]		= 50,000 Cu. Yd. E. L. in Pl.			
		[illegible]		= 50,000 x .005 =	165		

			PAGE TOTAL		5,170	
IBM NO.			SUB TOTAL			PAGE NO.

FORM E-103, 10M

OREGON STATE HIGHWAY DEPARTMENT

EARTH WORK COMPUTATION SHEET

SECTION _____ HIGHWAY [illegible] LINE _____

PREFIX NO. _____ CONTRACT NO. _____ SHRINK OR SWELL FACTOR _____

STATION		AREA CUT	AREA FILL	VOLUME CUT	VOLUME FILL	ADJUSTED FILL VOLUME	SUMMATION
[illegible]			0				
	100				207		
418 —			210				
					774		
419 —			330				
					504		
420 —			430				
					1015		
421 —			550				
	100				2144		
422 —			608				
	100				3300		
423+00 —			530				
	100				3142		
425 —			551				
	100				1902		
426 —			476				
					1585		
427 —			380				
					1778		
428 —			310				
					915		
429 —			130				
					444		
430 —			110				
					204		
431 —			0				

RECEIVED
JUN 30 1965
FOR FILING
SIL-4616(4)
665

June 29, 1965

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the July 13 Commission meeting will be a throughway agreement with the Washington County Board of Commissioners pertaining to the Sunset Highway-Pacific Highway Section of the Beaverton-Tigard Highway No. 144 in Washington County.

This agreement provides for construction of the throughway and its interchanges, reconstruction of various frontage roads or streets, street or road closures, parking restrictions, utility relocation and other pertinent problems relating to the construction of said facility within the cities of Beaverton and Tigard as well as Washington County.

Upon completion of the project, the County will assume maintenance, jurisdiction and control of the various frontage roads and those city street connections that will be reconstructed as part of the project, the reason being that said streets or roads are under county jurisdiction.

Estimated cost of the initial project, Southern Pacific Railroad Overcrossing-Pacific Highway West Section (June 29 letting), is $1,630,000, and a structure to be let on August 10 is estimated at $320,000. If satisfactory bids are received at the June and August bid lettings and there are no other complications, the contracts would be clear for award.

There will be companion agreements pertaining to this matter with the cities of Beaverton and Tigard for your consideration at the July 13 meeting.

Your approval is recommended and your authority requested for the Secretary's signature for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Parker
Deputy State Highway Engineer

cc: Mr. Floyd Quary
Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. Victor D. Wolfe
Mr. F. D. Morgan
Mr. L. H. Young
Mr. C. H. Maison
Mr. M. S. Cox
Mr. L. W. Rulien

DMH:mm srb

RECEIVED
JUN 24 1965
COMMISSIONERS
FOR FILING
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
5a 41 L 1
L650

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
June 22, 1965

West Slope Sanitary District
8665 S. W. Canyon Road
Portland, Oregon 97225

ATTENTION: Mr. A. C. Allen

Re: West Slope Interseptor Relocation
SPRR Overcrossing
Pacific Highway West Section
Beaverton-Tigard Highway
Washington County

Gentlemen:

We are in receipt of a letter dated June 14, 1965 from Stevens and Thompson, Inc., Consulting Engineers, to our Mr. Hesla concerning the relocation of your 54-inch interseptor sewer. They recommend our proposed relocation between Highway Stations 197+15 and 202+60, be increased from **a 48-inch to 54-inch in size to allow for possible future capacity.**

The design as shown on our plans, we feel, provides an in kind replacement of the existing facility. State funds cannot be used for a future expansion for which plans have not been drawn or financing arranged. Therefore, the only basis by which we can install a 54-inch pipe in this location is by having the District reimburse the State for the additional cost of 54-inch pipe over 48-inch pipe.

We estimate that 48-inch pipe on this project should cost $20 per lineal foot installed, not including excavation. The cost for 54-inch pipe is estimated to be $25 per lineal foot. Since there are 570 feet of 48-inch sewer pipe to be installed in this area, the estimated additional cost would be $5.00 x 570 feet or $2,850. If the District is interested in participating to this extent we will consider making this change during construction.

Bids are to be opened for this project on June 29, after which we will have prices established for the two sizes of pipe from which we may negotiate. We solicit your early reply so that our contractor may place his order for pipe without delay.

Very truly yours,

TWL:bjm

cc: F. B. Klaboe
L. W. Rulien
D. D. Rohrbough

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
JUN 25 '65
OFFICE OF
STATE HIGHWAY ENGINEER

M. LOREN THOMPSON, P.E.
MARVIN W. RUNYAN, P.E.
RONALD E. RIES, P.E.
LLOYD E. ROOT, P.E.

GORDON E. TRAPP, A.I.A.
JAMES A. CROM, P.E.
GILBERT R. MEIGS, P.E.
WILFRED D. AMBLE, P.E.
HAROLD R. MURRAY, P.E.
CARL R. REINKE, P.E.
HARVEY W. TAYLOR, P.E.

STEVENS & THOMPSON, INC. *Consulting Engineers*

INVESTIGATIONS • REPORTS • DESIGN AND SUPERVISION OF CONSTRUCTION

PORTLAND, OREGON

SEATTLE, WASHINGTON

REPLY TO: 5505 S. E. MILWAUKIE AVE.
POST OFFICE BOX 02201
PORTLAND, OREGON 97202
PHONE - (503) 234-0721

P-167

June 14, 1965

State of Oregon
Highway Department
5821 N. E. Glisan St.
Portland, Oregon 97213

Attn: Mr. Jack Hesla
Liaison Engineer

Re: West Slope Interceptor
Sewer Relocation

Gentlemen:

The West Slope Sanitary District recently directed us to make a study of your proposed relocation of the West Slope interceptor sewer in the vicinity south of Beaverton Hillsdale Highway and the proposed Beaverton - Tigard Highway.

Our study was completed and the results presented at the regular meeting of the West Slope Sanitary District on May 23, 1965. It was our recommendation that the proposed 48-inch sewer from your Highway Station 197+15 to Station 202+60 be revised to a 54-inch sewer because of possible capacity requirements from the Beaverton area. Otherwise the relocation was found to be acceptable by us.

The West Slope Sanitary District accepted our recommendations and instructed us to inform you of the action taken.

The question of the permit form is satisfactory from an engineering standpoint, but the attorney for the District, Mr. Jack Hannam has yet to study the form from a legal standpoint. You will be informed of his opinion in the near future.

Very truly yours,

STEVENS & THOMPSON, INC.

By Carl R. Reinke
Carl R. Reinke

crr/ct
cc - West Slope Sanitary District

RECEIVED
JUN 24 1965
ENGINEERING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. PHIPLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

SU-466(4)

6650

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 22, 1965

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. J. A. Holmes

Re: Protection of Sewer & Water Lines
SPRR Overcrossing
Pacific Highway West Section
Beaverton-Tigard Highway
Washington County
YOUR FILE: 911/323
O-PD-60-18

Gentlemen:

This is in reply to your letter dated June 9, 1965, in which you discussed certain water and sewer lines which lie within your property on this project.

We have been in contact with the City of Beaverton concerning the 6-inch pressure sewer crossing our proposed centerline at Station 209 and the 10-inch gravity sewer at Station 212+40. You will note on Sheets 2D and 4 of the reduced construction plans (copies of which were sent to you on June 9, 1965) adequate protection for the 10-inch sewer has been provided.

Attached you will find a copy of a letter dated April 22, 1965 from Mr. William A. Newell, Public Works Director of the City of Beaverton, in which he states "the 6-inch pressure line at Station 209 is mechanical joint cast iron pipe and will probably be suitable as is for the present". I suggest you contact the City's Consulting Engineer, Mr. Robert E. Meyer, 40 S.W. Watson Street, Beaverton, Oregon, Phone 646-3193, in regard to his recommendation on this matter.

With regard to the 12-inch water pipe crossing our centerline at Station 224+30, it will be very helpful to have your field forces mark the location and depth of this pipe prior to our working in the area. We will see that our contractor takes adequate protective measures to prevent damage to this line. Please refer to Article 7-22, page 42 of the Standard Specifications for Highway Construction, issue of 1964, which states "At points where the contractor's operations are adjacent to properties of railway, . . . or are adjacent to other property, damage to which might result in material expense,

loss, or inconvenience, work shall not be commenced until all arrangements necessary for the protection of the interest of the State, as well as any interest that a third party may have therein, have been made". In this case, the Southern Pacific Company is the third party and any protection the contractor provides must be to your satisfaction as well as the State's.

We agree that there should probably be some additional protection provided for this pipe and included in the ultimate plan for this area. This will be taken under advisement and we will devise a protection which is satisfactory to you. This will be installed on another contract prior to the grading of the roadbed through this area.

The 12-inch sewer line shown at Station 216 on the profile portion of Sheet No. 4 of the preliminary plans was in error. You will note this has been removed and does not appear on the reduced construction plans.

After a review of items 1 - 4 of the proposed permit of entry dated May 21, 1965, we concur that a further construction agreement is unnecessary. However, we wish to point out that the "Relations with Railroad Company" and "Railroad Protective Insurance" are contained in the Special Provisions, pages 3 through 10 but follow our new form which has been the subject of discussion between us for several months. The "Railroad Protective Liability Form" is also included in the Special Provisions, pages (a) through (i), RR 6/1/61. Answers to the comments in your letters of November 17, 1964 and April 27, 1965 concerning these features of the specifications will be contained in separate correspondence.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
Attachment

cc: Southern Pacific Company - Portland

R. L. Porter
F. B. Klaboe
L. H. Young
L. W. Rulien
D. D. Rohrbough
Jack Hesla

RECEIVED
JUN 23 1965

City of Beaverton
450 S. HALL STREET • BEAVERTON, OREGON
MITCHELL 4-2191

April 22, 1965

State of Oregon
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon

Attention: Mr. Jack Hesla

Gentlemen:

The drawing indicating the proposed relocation of the utilities of the City of Beaverton in the right-of-way of the Beaverton-Tigard Highway, has been studied by the writer and Mr. Robert Meyer, Consulting Engineer for City of Beaverton.

The following recommendations are made:

1. The relocated 10" sewer line shown about Station 215 can be 12" concrete rubber joint pipe if satisfactorily bedded and supported on adequate base. This office does not feel that corregated pipe would be satisfactory.

2. The 12" cast iron water main about Station 216 would probably be salvaged by owner.

3. The location of the proposed Fanno Creek Sewer Trunk would be along the east right-of-way here line and would cross in the vicinity of Station 203. (Fifth St. crossing)

4. The 6' pressure line at Station 209 is mechanical joint cast iron pipe and will probably be suitable as is for the present.

I believe that this is the summary of the study of the plans. If you have any questions please feel free to contact this office.

Very truly yours,

CITY OF BEAVERTON

William A. Newell
Public Works Director

WAN:ek

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
C. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

June 9, 1965

IN REPLY PLEASE REFER TO

911/323

0-PD-60-18

CONSTRUCTION DIVISION
JUN 11 1965
NOTED

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

This refers to your letter of May 21, with which you furnished preliminary plans of the Beaverton-Tigard Highway, involving our industrial property near Beaverton.

Review of your plans indicates the following:

The plans show a 6-inch pressure sewer pipe crossing the highway at Station 209, and another 10-inch concrete sewer crossing at about 212+40. Both of these sewer pipes will be under several feet of fill, and it appears that some measures should be undertaken to prevent overloading them. It would also seem that under these conditions, future maintenance and/or replacement of the pipes would present a very serious problem. You may wish to consider some type of encasement which would allow access to the sewers for purposes of inspection, repair and/or replacement. While we realize that these sewers are owned by the City of Beaverton, they are, nevertheless, vital to the service of our industrial area which explains our interest.

Southern Pacific owns the 12-inch water line crossing the highway at Station 224+30. While we realize that no contract work is to be performed at this time in this area, we request that this pipe be protected as necessary to prevent overloading by the earth-hauling vehicles which we presume will be crossing it. In the ultimate construction, the same problem mentioned in the preceding paragraph will be present with respect to repairing and/or replacing this line. While it will not be under any embankment to speak of, we presume you would not favor an open cut through the freeway for servicing the pipe line. You may, therefore, wish to consider encasing it at this time.

Mr. F. D. Morgan
Construction Engineer

The profile portion of Sheet No. 4 of your plans indicates a 12-inch sewer at Station 216, but we fail to locate this on the plan portion of Sheet 4. Will you please explain the significance of the notation on the profile section of the sheet?

Mr. Kendrew, of our Portland office, has told us that you feel it necessary that some type of construction agreement be prepared. On May 21, we tendered to Mr. Forrest Cooper a proposed right of entry permit containing six numbered conditions. While this entry permit has not been accepted on behalf of the State because of an inclusion therein for the payment of certain interest charges, it was, nevertheless, our feeling that if you complied with numbered sections 1 to 4, inclusive, no further construction agreement would be necessary.

Do you agree?

Yours very truly,

J M Williamson
Jr

RECEIVED
JUN 23 1965
FOR FILING
SU-4666 (4)
LLD

June 21, 1965

3654

Mr. David B. Simpson, Member
Oregon State Highway Commission
Morris, Beggs & Simpson
711 S. W. Alder Street
Portland, Oregon 97205

Dear Mr. Simpson:

Prompted by your inquiry of June 14 and Mr. Donald B. McCormick's letter of June 10, we have investigated the allegation that an employee of the Commission has engaged in an activity that constituted harassment.

The employee alluded to by Mr. McCormick is Mr. R. L. Irving, District Property Agent, who is under the supervision of Mr. John Scott at our Milwaukie office.

The report by Mr. Irving concerning this incident is difficult to reconcile with the statements contained in Mr. McCormick's letter. This agent was in the area in the course of his duties, which included an examination of all structures remaining in the right-of-way in order to plan for their disposal. Mr. Irving did not contact the tenants, but rather was contacted himself, at which time he gave the most responsive answers he was able about the timing of the contract letting for the project. At no time were any threats made, either overt or implied. It was stated to the tenants that the State had not yet acquired possession of the property and that they had every right to remain in occupancy until arrangements for possession had been made with the owners. I am assured that all of this conversation took place on an amiable plane. It is difficult to adopt the view that this normal activity constitutes harassment, "planned" or otherwise.

The Legal Division informs me that a complaint is to be filed momentarily, and this act would seem to render these allegations academic, since possession will be taken by the Department shortly. It remains our hope, of course, that we may yet negotiate a settlement and avert any court proceedings.

Mr. McCormick also makes the statement that the State has paid $11,461.54 per acre for the adjoining Hunsiker tract. This statement is incorrect. It fails to take into consideration the matter of severance damage as well as the obvious differences in the two properties.

I hope the foregoing is sufficiently responsive for your needs. If you desire any additional information, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Victor D. Wolfe
G. E. Rhode
D. M. Moehring
L. W. Ruiken

LAH:mk bg

DONALD E. McCORMICK
CARL ROBERT WELLS

TELEPHONE
226-7086

McCORMICK & WELLS
ATTORNEYS AT LAW
STANDARD PLAZA
PORTLAND, OREGON 97204

June 10, 1965

State Highway Department
State of Oregon
P. O. Box No. 4727
Sellwood Station
Portland, Oregon 97202

Attention: Mr. O. D. Rollins

Re: Lakeside Development Co.
File No. R-35734
Sunset Highway - Pacific Highway Section
Beaverton - Tigard Highway

Gentlemen:

Mr. C. E. Floyd, a Lakeside Development Co. tenant, reported to our Mr. Heppner that he was threatened at his residence yesterday with eviction by someone who was driving a State Highway Department vehicle.

Mr. Floyd was informed that you were going to condemn the property and your agent expressed surprise that anyone was still living on the property.

Since Mr. Heppner also reported that similar activity on your part last summer cost us substantial rentals when our tenants moved because of notice from your Department and because you began wrecking our house on the adjacent property, this appears to be part of a plan of harassment and lack of concern that is not becoming to the State.

We have also learned that your auctioneer announced at another auction yesterday that he would be selling our duplex at auction on July 1.

It has come to our attention that you concluded

negotiations and have paid $11,461.54 per acre to Edward C. Hunziker, whose property adjoins ours.

We have always negotiated in good faith and your independent actions seem incredible to us and we wish to be on record in this respect.

Sincerely,

Donald B. McCormick

DBM:jg

cc: Mr. G. E. Rhode, Chief Counsel
Mr. Richard Lucke
Mr. Jack H. Burns
Mr. Fred R. Fisher
Mr. W. F. Heppner
Mr. William J. Macy
Mr. Edward A. Stamm

FORM E-125

RECEIVED
JUN 23 1965
FOR FILING
E U - Mail (4)
6650

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 8, 1965

Southern Pacific Company
65 Market Street
San Francisco, California

Attention Mr. H. M. Williamson
Chief Engineer - System

Re: Our No. R-32855
Your No. 911/323
Sunset Highway-Denny Road Section
Beaverton-Tigard Highway

Gentlemen:

To reply to your letter of June 2, 1965, we will proceed immediately to commence condemnation proceedings under subject file.

The formal offer on behalf of the Highway Commission is enclosed. Negotiations have been carried on, and in view of your June 2 letter, we will not again contact you concerning your decision on this offer.

The complaint will be filed shortly, but as you indicate and as I stated to you previously in my letter of May 27, we are always ready to negotiate towards a settlement as long as any possibility of settlement exists.

Very truly yours,

G. R. ROHDE
Chief Counsel

NOTED
R. L. PORTER

GER:ALR:bg

Enc.

cc R. L. Porter
D. H. Moehring
John K. Scott

P.S. A deposit will be made into court after the complaint has been filed with the County Clerk.

RECEIVED
JUN 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 8 - 1965
FOR FILING

Main RW 6/25/-

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

REFERRED TO Mrs Porter
FOR her will prepare
G. E. ROHDE
and file

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

RECEIVED
JUN 4 1965
LEGAL & RIGHT OF WAY

June 2, 1965

IN REPLY PLEASE REFER TO
911/323
0-PD-60-18

Mr. G. E. Rohde
Chief Counsel
State Highway Department
Salem, Oregon 97310

Dear Sir:

This refers to your letter of May 27, file R-32855, in response to our letter of May 21 to Mr. Forrest Cooper, which was a right of entry permit involving Southern Pacific property near Beaverton required for construction of the Sunset Highway-Denny Road Section of the Beaverton-Tigard Highway.

As we pointed out in our telephone conversation with Mr. R. L. Porter, we feel that from a standpoint of equity, a property owner is entitled to compensation when he voluntarily gives the State possession of a parcel of property required for the State's activities. In cases such as this, where the fair compensation has not yet been determined, it was our feeling that in lieu of compensation, the property owner is entitled to interest thereon from the date the State assumes possession of the property. It was for this reason that we included Condition No. 6 in our letter of May 21.

We can understand from your letter of May 27 why the State is unable to accept our letter of May 21 with Condition No. 6. It appears to us that the fairest procedure for both parties would be for you to proceed with the filing of a condemnation action as suggested in the fifth paragraph of your letter. Under this procedure, you would deposit money in the amount of your estimated valuation of the property into court when possession is taken and Southern Pacific could then draw down such funds. We wholeheartedly concur with the understanding reached with Mr. Porter and outlined in your letter that after such filing, we continue negotiations toward reaching a mutually agreeable appraisal of the fair value of the property to be taken and damages, if any.

The purpose of this letter is to indicate that we have no objections to your filing a condemnation action.

Yours very truly,

H M Williamson
L

NOTED
R. L PORTER

FORM R-125

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 27, 1965

Mr. H. M. Williamson
Chief Engineer - System
Southern Pacific Company
65 Market Street
San Francisco, Calif. 94105

NOTED
R. L. PORTER

Re: Our No. R-32855
Sunset Highway-Pacific Highway Section
Beaverton-Tigard Highway
Your No. 911/323
O-PD-60-18

Dear Mr. Williamson:

Your letter of May 21, 1965 containing a Permit of Entry for subject file has been received and subsequently discussed with your staff by Mr. R. L. Porter, Deputy Highway Engineer.

Provisions 1 through 5 of the Permit are acceptable. Concern arises over Provision No. 6 and the payment of interest.

Objection to the payment of interest arises because of statutes against diversion of State funds. The Oregon Supreme Court has held that interest was payable from the date possession was taken in condemnation actions. The Legislature then enacted a statute to toll the interest in such cases by authorizing deposits into court where possession is taken after commencement of a condemnation proceeding. This is found in ORS 366.392. Therefore, any agreement such as set forth in Provision No. 6 would be to act contrary to the expressed legislative intent of this statute.

It is our sincere hope that you can realize our position in this matter. By virtue of our situation and your reconsideration of this provision, it is our hope that you can notify us of elimination of this provision from the permit.

As an alternate suggestion, I can only recommend that you accede to an immediate filing of a condemnation action for the property involved. This filing would allow possession to be taken and then, in compliance with ORS 366.392, deposit money into court

which can be drawn down by the defendant. This would do away with any question of interest accruing. Even after such a filing, however, we would be more than willing to continue negotiations toward reaching an agreement in the case.

May I ask your consideration of this matter, and we will be awaiting your reply.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:ALR:bg

cc R. L. Porter
John Scott - District 1 - Portland

RECEIVED
MAY 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90 BOM 9-63 40607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1965

SUBJECT: R-32855 Southern Pacific Company
Sunset Highway-Denny Road Section
Beaverton-Tigard Highway

To: Mr. R. L. Porter
Deputy State Highway Engineer

B u i l d i n g

The Southern Pacific Company has by the attached letter, dated May 21, 1965, offered to grant a permit of entry for highway construction on their industrial park, the right of way of which is covered by our file numbered as above.

This permit was submitted to our Mr. Hershberger for review on an immediate basis by Mr. Moehring.

Mr. Hershberger has reviewed the form of permit and informs me that conditions 1 through 5 are acceptable in the light of past agreements with the Southern Pacific Company. Paragraph 6, however, specifies that the State would be required to pay 6% interest on the principal sum of compensation when and if such a settlement is reached with the company. In view of the past dealings with this company, I would feel that under paragraph 6 we would find ourselves paying interest from the date of acceptance of this permit for not less than a year and quite likely a considerable period longer. I would not recommend acceptance of the permit on this condition which is a stipulation that we would not heretofore agree to accept with any other firm or company, railroad or otherwise.

G. E. ROHDE
Chief Counsel

GER:hg
Attachment

NOTED
R. L PORTER

NOTED
R. L PORTER

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

May 21, 1965

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO

911/323

O-PD-60-18

Mr. Forrest Cooper (3)
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. John K. Scott
District Right of Way Supervisor

Dear Sir:

Reference is made to Mr. Scott's file No. 32855 in connection with construction of the Sunset Highway-Denny Road Section, Beaverton-Tigard Highway, involving Southern Pacific Company property near Beaverton.

In order to permit you to proceed with your construction project, Southern Pacific Company hereby permits the State of Oregon, its employees, agents and contractors to enter immediately, for highway construction purposes, upon Southern Pacific property shown outlined in yellow tint and identified as Parcels 1, 2 and 3 on the attached print of Portland Division Drawing P-17915-F, subject to the provisions hereinafter set forth:

1. This right of entry is made subject to the rights of any lessee in possession of any of said property and State shall, at its expense, make all arrangements with such lessees for relocation, rearrangement or removal of lessees' facilities or crops located on said property.

2. State shall include in its construction contract the provisions and requirements set forth in the attached "Relations with Railroad Company" and "Railroad Protective Insurance" marked Exhibit "B".

3. The work upon said property is to be performed in accordance with plans and specifications subject to prior approval by Southern Pacific.

4. State is to assume the entire cost of said construction project and shall reimburse Southern Pacific for any and all expense incurred by it in connection therewith.

5. In the event State and Southern Pacific are unable to reach agreement within a period of one year from the date of acceptance of this permit as to the fair compensation to be paid Southern Pacific for said property, State agrees to immediately file and thereafter prosecute with due diligence a proceeding in eminent domain before a court of competent jurisdiction for the determination of the fair and just value of said property, and damages, if any.

6. State agrees that in addition to the principal sum of the compensation to be paid to Southern Pacific for said property and damages, if any, it shall also pay to Southern Pacific simple interest at the rate of six percent (6%) per annum on such principal sum from the date of acceptance hereof until the payment to Southern Pacific of the principal sum.

If the foregoing is satisfactory, please arrange for acceptance on behalf of the State on the duplicate copy of this letter and return it to this office.

Yours very truly,

HM Williamson
Ch

Attch.

ACCEPTED THIS _____ DAY OF
_____ 1965
ON BEHALF OF THE STATE OF OREGON
ACTING BY AND THROUGH ITS STATE
HIGHWAY DEPARTMENT.

By _____
Deputy State Highway Engineer

cc: Mr. John K. Scott, Dist. R/W Supvr.
State Highway Dept., P. O. Box 02157, Sellwood Station
Portland, Oregon 97202

EXHIBIT "B"

RELATIONS WITH RAILROAD COMPANY

(a) General -- The term "Railroad" shall be understood to mean the Southern Pacific Company

It is expected that the Railroad will cooperate with the Contractor to the end that the work may be handled in an efficient manner, but the Contractor shall have no claim for damages or extra compensation in the event his work is held up by the work of Railroad forces.

(b) Railroad Requirements -- The Contractor shall cooperate with the Railroad where work is over or under the tracks, or within the limits of Railroad property, in order to expedite the work and to avoid interference with the operation of railroad equipment.

The Contractor shall comply with the rules and regulations of Railroad or the instructions of its representatives in relation to the proper manner of protecting the tracks and property of Railroad and the traffic moving on such tracks, as well as the wires, signals, and other property of Railroad, its tenants or licensees, at and in the vicinity of the work during the period of construction.

The Contractor shall perform his work in such manner and at such times as shall not endanger or interfere with the safe operation of the tracks and property of Railroad and the traffic moving on such tracks, as well as wires, signals and other property of Railroad, its tenants or licensees, at or in the vicinity of the work.

Except as otherwise provided herein, the Contractor's operations shall not infringe on the following minimum clearances from any railroad track:

10'-0" horizontally from center line of track.

22'-6" vertically above top of rail.

Any infringement on the above clearances due to the Contractor's operations shall be submitted to the Railroad and to the Engineer, and shall not be undertaken until approved by the Railroad, and until the Engineer has obtained any necessary authorization from any governmental body or bodies having jurisdiction thereover. No extra compensation will be allowed in the event the Contractor's work is delayed pending Railroad approval and governmental authorization.

In the case of impaired vertical clearance above top of rail, Railroad shall have the option of installing tell-tales or other protective devices Railroad deems necessary for protection of Railroad trainmen or rail traffic.

The details of construction affecting the Railroad tracks and property not included in the contract plans shall be submitted to the Railroad for approval before such work is undertaken.

If the Contractor desires to move his equipment or materials across Railroad's tracks, he shall obtain permission from Railroad, and should it be required, the Contractor shall obtain a private crossing agreement. The crossing installation (together with any protective devices) for the use of the Contractor, if required, shall be at the expense of the Contractor. Contractor shall furnish his own employes as flagmen to control movements of vehicles on the private roadway.

In advance of any blasting, the Contractor shall notify Railroad in order that proper flagging protection may be provided.

The Contractor shall, upon completion of the work covered by this contract, to be performed by Contractor upon the premises or over or beneath the tracks of Railroad, promptly remove from the premises of Railroad all of Contractor's tools, implements and other materials, whether brought upon said premises by said Contractor or any subcontractor, employee or agent of Contractor or of any subcontractor, and cause said premises to be left in a clean and presentable condition.

(c) Protection of Railroad Facilities --

1. Railroad representatives, conductors, flagmen or watchmen, will be provided by Railroad to protect its facilities, property and movements of its trains, or engines. In general, Railroad will furnish such personnel or other protective devices:

(a) When any part of any equipment is standing or being operated within 10 feet, measured horizontally, from center line of any track on which trains may operate, or when any erection or construction activities are in progress within such limits, regardless of elevation above or below track.

(b) For any excavation below elevation of track subgrade if, in the opinion of Railroad's representative, track or other railroad facilities may be subject to settlement or movement.

(c) During any clearing, grubbing, grading, or blasting in proximity to Railroad which, in the opinion of Railroad's representative, may endanger Railroad facilities or operations.

(d) During any of Contractor's operations when, in the opinion of Railroad's representative, Railroad facilities, including, but not limited to, tracks, buildings, signals, wire lines or pipe lines, may be endangered.

2. Information as to the Railroad employes which may be required to provide protection to Railroad facilities is as follows:

(a) Max. Number	(b) Classification	(c) Base Pay 8 Hours	(d) Headquarters
3	Pilot conductors	$22.00 to $23.95	Brooklyn
1	Yard engine foreman	$26.55	Brooklyn
2	" " helpers	$24.64	"
1	Track foreman	$22.66 to $23.13	Brooklyn
2	Track laborers	$18.76 to $19.62	"
1	B&B foreman	$24.12	Brooklyn
2	" carpenters	$21.54 to $22.02	"

Notes: (a) A full flagging crew consists of three men, as indicated in above grouping. Under certain conditions, less than three men may be sufficient.

(b) The classifications are shown solely for the prospective bidders' information, and there is no guarantee that the above classes of labor will actually be used, or that the rates of pay shown in Column (c) will be those in effect at the time the work is undertaken.

(c) Shows base pay for normal eight-hour shift in effect on January 1, 1965. Normal overtime rate after eight hours is 1½ times base rate.

(d) Estimated costs for travel per flagging crew from headquarters to job site and return is $ 20. , per round trip. The estimated daily cost for meals and other accommodations is $ (none) per employe.

To all direct labor costs, there shall be added additional charges for Vacation Allowance; Holiday Pay; Health and Welfare; Railroad Retirement and Unemployment Taxes; Public Liability, Property Damage, and Workmen's Compensation Insurance; and Accounting and Billing. For estimating purposes only, these additives collectively may be considered as approximately 30% of direct labor costs.

The determination of the cost of flagging and protective devices to be used as a basis for the submitting of bids shall be the responsibility of the prospective bidders.

3. Railroad will submit its bills for charges for flagging and related services to State within 120 days after completion of the project.

The cost of all necessary personnel, equipment and facilities provided by Railroad during the period of constructing the project as deemed necessary for the protection of Railroad's facilities and trains, and the cost of installing tell-tales or other protective devices in the case of impaired vertical clearance, as above specified, shall be borne by the Contractor and sums sufficient to cover the claims based upon bills rendered to the State by Railroad for such costs, will be deducted from the progress and final pay estimates due the Contractor. No deduction will be made for the cost of personnel, equipment and facilities provided by the Railroad for engineering and inspection purposes.

(d) Work by Railroad Company -- The Railroad will rearrange its telephone, telegraph and signal lines and appurtenances, and will make all track changes and will perform any other work in connection therewith.

The work by Railroad will be done by its own forces and is not a part of the work under this contract.

Additional Work by Railroad Company (if any) --

(e) Legal Relations -- The provisions of this section, "Relations with Railroad Company" and the provisions of the following section, "Railroad Protective Insurance", of these special provisions shall inure directly to the benefit of the Railroad.

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

SU 4.1.6 (4)

6650

June 8, 1965

CONSTRUCTION DIV
RECEI
JUN 9 1965
NOTED-- CE ACE ACE COE

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of May 26, regarding fifteen emergency restriction projects as follow:

Bonner Mountain Section, FAS 864, Benton County
Thirtymile Cr.-Dyer Cr. Section, Hilgard-Lower Perry Section, John Day & Old Oregon Trail Highways, Gilliam & Union Counties
S.P.R.R. O'xing Pacific Highway West Section, Beaverton-Tigard Highway, Washington County
South Yamhill River Section, Bellecue-Hopewell Hwy., Yamhill County
Orchard Heights Rd.-Edgewater St. Sec., Salem-Dayton Highway, Polk County
Rogue Cr. Summit-McNeil Cr. Sec., FAS 287, Jackson Co.
Nebo Section, Oregon Coast & Three Rivers Hwys., Tillamook County
Deschutes County Roads, 10 FAS Routes, Deschutes Co.
Burns-Buchanan Section, Central Oregon Hwy., Harney Co.
N. Jefferson Interch.-N. Albany Interch. Sec., Pacific Highway, Marion & Linn Counties
District 4A Guard Rail Project, Hood River, Wasco & Sherman Counties
Polallie Cr.-Yellow Jacket Cr. Sec., Mt. Hood Highway, Hood River County
Siletz Slide Correction Section, Siletz Highway, Lincoln County
Rocky Creek Slide Section, Oregon Coast Highway, Lincoln County
Chewaucan R.(Gravelly Ford) Bridge Sec., Fremont Highway, Lake County

A review of the plans for these projects indicate that no damage to wildlife resources is expected as a result of the work.

We wish to recommend that proper precautions are taken on the Pollallie Creek Section of Mt. Hood Highway, to avoid channel restriction which may impede fish passage. On the original construction, several problem areas developed.

Thank you for the opportunity of reviewing the projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director OFC

6/9/65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
L. R. Chandler (6)
J. F. Putnam (6)
A. F. Parson (2)

RECEIVED
JUN 10 1965

FORM S-181

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 26, 1965

6650

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Mr. P. W. Schneider
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon

Gentlemen:

Enclosed are plan title sheets on several projects scheduled for letting June 29 or soon after. Most of these projects are emergency restoration jobs and we are trying to clear as rapidly as possible. Your comments will be appreciated on the following:

Bonner Mountain Section, FAS 864, Benton County
Thirtymile Cr.-Dyer Cr. Section, Hilgard-Lower Perry Section, John Day & Old Oregon Trail Highways, Gilliam & Union Counties
S.P.R.R. O'xing Pacific Highway West Section, Beaverton-Tigard Highway, Washington County
South Yamhill River Section, Bellevue-Hopewell Hwy., Yamhill County
Orchard Heights Rd.-Edgewater St. Sec., Salem-Dayton Highway, Polk County
Reese Cr. Summit-McNeil Cr. Sec., FAS 287, Jackson Co.
Hebo Section, Oregon Coast & Three Rivers Hwys., Tillamook County
Deschutes County Roads, 10 FAS Routes, Deschutes Co.
Burns-Buchanan Section, Central Oregon Hwy., Harney Co.
N. Jefferson Interch.-N. Albany Interch. Sec., Pacific Highway, Marion & Linn Counties
District 4A Guard Rail Project, Hood River, Wasco & Sherman Counties
Polallie Cr.-Yellow Jacket Cr. Sec., Mt. Hood Highway, Hood River County
Siletz Slide Correction Section, Siletz Highway, Lincoln County
Rocky Creek Slide Section, Oregon Coast Highway, Lincoln County
Chewaucan R.(Gravelly Ford) Bridge Sec., Fremont Highway, Lake County

NOTED
E. B. KLABOE

Mr. Robert W. Schoning
Mr. P. W. Schneider

2

May 26, 1965

This data is forwarded to satisfy requirements of the Bureau of Public Roads in their Instructional Memorandum 21-5-63 dated June 12, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

Attachments

BG:rw

cc: F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
R. D. Asburry (2)
L. R. Chandler (6)
J. F. Putnam (6)
A. F. Parson (2)

RECEIVED
MAY 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 2

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)				
	1	St.Rd. 0.5 mi. N. Beaverton S. City Lts. S. 4.3 mi.			6,500	16,000	8				
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 25–62		NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH (74)		
	Gr., Dr., High-Type Pave, 1 Str.										
CARD 4	CLASS OF FEDERAL FUNDS							COUNTY NAME			
	Secondary										
	NAME OF URBAN AREA 17-31							ROUTE NO. S	FEDERAL-AID 628		
	Portland										

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI *(Full description)*	MILES (54)–(58)	ESTIMATED PROJECT CO TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)
1										
5					PE		St.Rd. 0.5 mi. N. Beaverton S. City Lts. S. 4.3 mi. (SPRR O'xing-Pacific Hwy. West Section)			
5					ROW					
5					CONST (CODE)			4.3	1,430,000	900,000
								4.3	1,430,000	900,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

(16) (23)(24)

Additional Data - Item 724, Project S-46
Circumstance - The project includes grad
sections approx. 1.71 mi. This grading
ing section.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

Lts.	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(55)		6,500 (66)	16,000 (70)	80 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	919 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	S-SU- (14 23)	466(4) (7 13)		(24) (26)	27

COUNTY NAME: Washington — CODE: 067 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 628 (32) — STATE: 144 (36) (37) — U.S.: (41)

MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Gr., dr. only (0.63 mi.); gr., dr. 4-12' lanes H.T. pave. with 10' shldrs. and 16' median (1.96 mi.) 1 culv. br. length (25'). (No-work sections 1.71 mi., gross length 4.3 mi.)
4.3	1,430,000	900,000	530,000		ROW-200' Min.; Acess Control-Partial; Parking Restrictions-Complete, Utility & RR Adj.-Req. incl.prep.work.
4.3	1,430,000	900,000	530,000		

(16) (23) (24) (33) REMARKS

Additional Data - Item 724, Project S-466(1) and Item 118-A, Project US-466(2). Unusual Circumstance - The project includes grading only at N. and S. end approx. 0.63 mi. with no-work sections approx. 1.71 mi. This grading is to take care of excess material from grading and paving section.

USCOMM DUSCOMM-DC 48905-P61

RECEIVED
MAY 12 1965
FOR FILING

May 12, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Project US 466(3)
Sunset Hwy.-Wood St. Section
(ROW)

Dear Sir:

We are submitting a copy of transcript of Public Hearing held April 12, 1960 in Beaverton relative to the proposed new highway from the Sunset Highway in Beaverton to the Pacific Highway (I-5) southeast of Tigard, which is now State Highway 144, FAS Route 628. On page 3 of the transcript Mr. Clayton Nyberg, County Commissioner of Washington County representing the Washington County Court, stated in essence that the County Court approved the location and design of the highway.

We are also submitting a copy of letter from the Washington County Court agreeing to turn over to the State $350,000 of their FAS Funds for purchase of Right of Way for the new highway as further evidence that the County Courts approved the location and design of the highway.

We trust the above documents fulfill the requirements of Paragraph 8.4 of IM 50-2-65 and will permit your authorization to proceed with actual acquisition of rights of way under Project US 466(3), Sunset Highway-Woods Street Section.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:jb

RECEIVED
MAY 10 1965
FOR FILING

FORM E-SOR—SON—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 6, 1965

SUBJECT: Sunset Highway-Baldock Freeway
Beaverton-Tigard Highway
Varnes Road

To:

Mr. L. W. Rulien
Division Engineer
State Highway Department
P. O. Box 02157
Portland, Oregon 97202

According to word received by this office, there seems to be some opposition to the manner in which we have proposed to re-connect Varnes Road to 72nd Avenue on the above section.

The construction cost for our design of this connection is approximately $35,000 and the right of way cost is approximately $43,000 for a total approximate cost of $78,000. The roadway used on this connection is 12-foot lanes with 4-foot shoulders.

Please review this area and see if there are any more economical or feasible locations for this connection. Preliminary plans and estimates will be needed for any alternate proposals. As soon as this informationis received Washington County will be contacted for their concurrence.

The attached sketch shows our original proposal.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fp
Enc.
cc F. B. Klaboe
H. S. Cox

RECEIVED
MAY 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 23 1965
FOR FILING
Sal. 11-2-(4)
6620

May 3, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting PR-9 forms "Request for Project Program Change" for Project U.-466(2), Sunset Hwy.-Beaverton S. City Limits Section (RUM).

We desire to split the original Project US-466(2) into two separate projects: retaining as a stage 2 project, Item 118-A, US-466(2), which covers the portion of the original project between Station 127+00 and Station 224+81.15 and is now under project agreement; the balance of the original project between Station 94+53.80 and Station 127+00 as stage 1 project, Item 118-B, US-466(3).

The revision is necessary to increase the total estimated cost to conform to later and more accurate data. The splitting of the original project into a stage 2 and a stage 1 project is due to present shortage of Federal-Aid Urban Funds.

We hereby request your authorization to proceed with the actual acquisition of the right of way covered by Item 118-B, Project US-466(3). Copy of right of way map 88-20-5 showing this right of way has been furnished your department.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:jb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR A
OF INDIVIDUAL PROJECT
(PPM 21-1 AN

CARD	REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65			FUTURE (66)–(70)	YEAR (71)–(72
2		St.Rd. Sunset Hwy. to Beaverton City Lts.	ADT	2,200	8,000	80

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 28–62	NATL. FOREST (63)–(65)	FOR MISCELLANEOUS FUNDS ONLY					
			FH ROUTE NO (66)–(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72–73	PL AUTH YR 74–76
3	ROW Purchase							

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME
4	Urban	Washi

NAME OF URBAN AREA 17-31	F.A. SYSTEM
Beaverton	Secondary

CARD 5	LINE NO. (1)–(5)	CHNG CODE 16	PROJECT COUNT 41	WORK CL 42	WORK TYPE 43–46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI (54)–(58)	MILES	TOTAL COST (59)–(66)
5					PE ROW CONST		ITEM AS NOW PROGRAMED	118	US-466(2)	St. Rd, Sunset Hwy. to Beaverton City Lts.		2,359,870
										PROJECT TOTAL	2.36	2,359,870
5					PE ROW CONST		REQUESTED REVISION Stage 2	118-A	US-466(2)	0.61 Mi. S. Sunset Hwy. to Beaverton City Lts. (Sta. 127 to Sta. 224+81.15) (Woods St. to Beaverton S. City Limits)		2,359,870
										PROJECT TOTAL	1.85	2,359,870

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — PROJECT WITHDRAWN YES ☐

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

			FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
Lts.	ADT	2,200	8,000 | 80	08	Oregon	35	032	118
(65)			(66) (70) (71) (72)	(74) (75)		(2) (3)	4 6	(14) (15)

FOR MISCELLANEOUS FUNDS ONLY

NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR.
(68)	69	70	71	72 73	74 75

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER-AGR. NO.
JS (14 23)	466(2) (7 13)

I. PROJECTS ONLY

POST MI.	DESIG.
(24) (26)	27

COUNTY NAME: Washington — CODE: (14) 067 (16)

A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Secondary	S	628 (32)	144 (36) (37)	(41)

TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
	(54) (58)	(59) (66)	(67) (76)		
St. Rd, Sunset Hwy. to Beaverton City Lts.		2,359,870	1,488,000	871,870	ROW incl. prelim. work and assistance to displaced persons. (Future 4-12' lanes H.T. pave. with 10' shoulders, 16' median).
PROJECT TOTAL	2.36	2,359,870	1,488,000	871,870	
0.61 Mi. S. Sunset Hwy. to Beaverton City Lts. (Sta. 127 to Sta. 224+81.15) (Woods St. to Beaverton S. City Limits)		2,359,870	1,488,000	871,870	ROW incl. prelim. work and assistance to displaced persons. (Future 4-12' lanes H.T. pave. with 10' shoulders, 16' median).
		(16) (23)	(24) (33)		
PROJECT TOTAL	1.85	2,359,870	1,488,000	871,870	

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR
Revision **OF INDIVIDUAL PROJEC**
(PPM 21-1 A

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65	ADT		FUTURE (66) (70)	YE (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 spaces)* 28 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY								
			FH ROUTE NO. (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH 74

CARD 4	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME
	NAME OF URBAN AREA 17-31	F.A. SYSTEM

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (60
5					PE ROW CONST		Re-quested Revision Stage I	118-B	US-466(3)	Sunset Hwy. S. 0.61 Mi. (Sta. 94+53.80 to Sta. 127+00) (Sunset Hwy. to Woods Street)		1,875,000
										PROJECT TOTAL	0.61	1,875,000
5					PE ROW CONST		RE-QUESTED REVISION					(10) (2
										PROJECT TOTAL		

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE: To split Item 118 into two se Item 118-A, Project US-466(2)
1	COLUMN 14 ⟶ CODE 11	CODE 2	cluding preliminary work and relocation assi Station 224+81.15. This portion of the orig

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDE
	DATE May 3, 1965	DATE
OTHER:	SIGNATURE	SIGNATURE
	STATE HIGHWAY ENGINEER Office	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

			FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
(65)	ADT		(66) (70) (71) (72)	(74) (75)		(2) (3)	4 6	(14) (18)

FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
E NO (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR. 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	POST MI. MI. (24) (26)	DESIG. 27

	COUNTY NAME	CODE
		14 16

F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32) (36)	U.S. (37) (41)

TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
	(54) (58)	(59) (66)	(67) (76)		
Sunset Hwy. S. 0.61 Mi. (Sta. 94+53.80 to Sta. 127+00) (Sunset Hwy. to Woods Street)		1,875,000			RCW purchase incl. prelim. work and assistance to displaced persons. (Future 4-12' lanes H.T. pave. with 10' shoulders, 16' median).
PROJECT TOTAL	0.61	1,875,000			
		(16) (23)	(24) (33)		
PROJECT TOTAL					

REASON FOR CHANGE: To split Item 118 into two separate projects.
Item 118-A, Project US-466(2) as a Stage 2 project for Right of Way Purchase including preliminary work and relocation assistance to displaced persons from Station 127+00 to Station 224+81.15. This portion of the original project is now under project agreement. (OVER)

EVISION REQUESTED	RECOMMENDED	APPROVED
1965	DATE	DATE
	SIGNATURE	SIGNATURE
ER	TITLE	TITLE

, show both classes of funds involved.

USCOMM-DC 48903-P61

REASON FOR CHANGE: - contd.

Item 118-B, Project US-466(3) as a Stage 1 project for Right of Way Purchase including preliminary work and relocation assistance to displaced persons from Station 94+53.80 to Station 127+00. This portion of the original project was not authorized for actual right of way acquisition.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROG

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	1	PROJECT LOCATION (45 typewriter spaces) (21)	Sunset Hwy. S 0.61 Mi. (Beaverton)					ADT	PRESENT	2,200	FUTURE (66)	8,000	YEAR (70)(71)(72)	80
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28)	ROW Purchase			NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)		PL. AUTH YR (74)(75)			
CARD 4	CLASS OF FEDERAL FUNDS	Urban								COUNTY NAME	Washingt				
	NAME OF URBAN AREA (17-31)	Beaverton								ROUTE NO. S		FEDERAL-AID	628		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
								(54)(58)	(59)(66)	(67)(76)
1	(14-15)	(16)	41	42	43 46	53	Sunset Hwy. S 0.61 mi. (Beaverton) (Sta. 94+53.80 to Sta. 127+00) (Sunset Hwy. to Woods Street).			
5					PE					
5					ROW				1,875,000	
5					CONST (CODE)					
							PROJECT TOTALS	0.61	1,875,000	

(16) (23)(24) (3

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	2,200	8,000 (66)(70)	80 (71)(72)	08	Oregon	08 (2)(3)	032 (4)(9)	118-B (14)(18)

DV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 29	NUMBER 7 13	SEQ. NO.	I. Projects Only POST MI. (24)(26)	DESIG. 27
					US	466(3)			

COUNTY NAME: Washington — CODE: 067 (14)(16)

ROUTE NO. S — FEDERAL-AID: 628 (32) — STATE: 144 (36)(37) — U.S.: (41)

PROGRAM STAGE: X 1 OR [ ] 2

MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					ROW incl. prelim. work and assistance to displaced persons (Future 4-12' lanes H.T. pave. with 10' shoulders, 16' median.)
	1,875,000				ROW - 200' normal; Access Control - partial; Parking Restrictions - complete.
0.61	1,875,000				
	(18) (23)	(24) (33)			

REMARKS: Additional Data - See Item 118, Project U-466(2).
Assistance to displaced persons - 1 Business $1,500.00.

USCOMM DUSCOMM-DC 48908-P61

RECEIVED
1965
F... FILE NO.

FORM NO. ... SDN—7-64 SP16230-734

SI 426.(4)
6650

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
APR 27 1965
LEGAL & RIGHT OF WAY

Portland, Oregon 97202
April 26, 1965

SUBJECT:

To: Mr. Walter T. Wright
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

File No. 32855 - S. P. Company
Sunset Highway-Denny Road Section
Beaverton-Tigard Highway
Washington County

The attached copy of letter from the S. P. Company was received today. Although I learned rather early in reopening these negotiations that certain engineering had not been furnished S. P. Company, I was not aware that there was such a pure dearth of information pertaining to this project. The copy of my letter this date to S. P. Company is intended only as an answer recognizing the receipt of their letter. I did not intend to expose my embarrassment over the state of affairs.

If there is anything further I should be doing on this file at this time, I would appreciate being so advised. Any suggestions will be appreciated.

JOHN K. SCOTT

JKS:jl
Attachment

cc Mr. L. P. Shaw
Mr. C. E. Rohde

RECEIVED
APR 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 8-183

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
P. O. Box 4727, Sellwood Station
Portland, Oregon 97202

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

April 26, 1965

Mr. H. W. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

File No. 32855 -
Southern Pacific Company
Sunset Highway-Denny Road
Section
Beaverton-Tigard Highway
Washington County

Dear Mr. Williamson:

This is with reference to your file 911/323 involving certain of the Company's property in the Beaverton area, which will be affected by the subject highway.

Again our thanks for your prompt response of April 23 to our correspondence. In spite of our deep concern for the time-table on the letting of a contract, the position you take as stated in your letter is certainly a reasonable one. We should, therefore, like to ask that while you proceed in an orthodox and systematic manner, whether it be the investigations carried on by Mr. Kilborn's office or the necessary review by the Company's interested departments, that all these actions be taken with an awareness of the urgency we are feeling for this project.

You may believe us that in our operation we find "emergency" situations upsetting to the Highway Department, as we know our requests are to the Southern Pacific Company. We will only say that considerations given us by the Company in such instances are deeply appreciated both currently and in the past.

Very truly yours,

JOHN K. SCOTT
District Right of Way Supervisor

JKS:jl
cc Mr. L. P. Shaw
Mr. G. E. Rohde
Mr. W. T. Wright
Mr. A. W. Kilborn

S-3705

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

April 23, 1965

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO

911/323

O-PD-60-18

Mr. John K. Scott
District Right of Way Supervisor
State Highway Department
P. O. Box 02157, Sellwood Station
Portland, Oregon 97202

Dear Sir:

This refers to your letter of April 21, File No. 32855, in connection with a portion of the Beaverton-Tigard Highway affecting our drill track and industrial property near Beaverton.

Mr. Litchfield's letter of April 14 arrived here on April 20, and on April 21 we replied to him, indicating that the submission of this material only a little more than 2 months in advance of the scheduled bid opening of June 29 certainly does not leave us sufficient time for an orderly handling of the request. While the State may consider this as an interim project, as suggested in the paragraph at the top of Page 2 of Mr. Litchfield's letter, we urge that you understand that, in order for us to intelligently present the matter to our various interested departments, we must be able to indicate the total ultimate effect upon certain Southern Pacific facilities and properties.

This project also includes construction of an overpass to carry the highway across our drill track and, as pointed out in our letter of April 2 to you, such a structure cannot be built until we have concluded the usual construction and maintenance agreement and easement indenture. We have never heard anything from your Bridge Department about this structure, nor have we been requested to prepare any agreement with respect to it.

Getting a right of entry into your hands by the end of this month is out of the question. We told Mr. Litchfield that, while we cannot guarantee compliance with your June 29 date, we are asking

Mr. John K. Scott
District Right of Way Supervisor

that Mr. Kilborn's office complete the necessary investigation and furnish his recommendations as quickly as consistent with the press of other urgent projects in Oregon.

Yours very truly,

HM Williamson
Jr

cc: Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

FORM S-128

COMMISSIONERS
GLEN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
P. O. Box 4727, Sellwood Station
Portland, Oregon 97202
April 21, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

RECEIVED
APR 23 1965
LEGAL & RIGHT OF WAY

Mr. H. W. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

File No. 32855 -
Southern Pacific Company
Sunset Highway-Denny Road
Section
Beaverton-Tigard Highway
Washington County

Dear Mr. Williamson:

This is with reference to your file 911/323 involving certain of the Company's property in the Beaverton area, which will be affected by the subject highway.

In the normal course of business is brought to our attention our communication to you of April 12 and Mr. Litchfield's letter of April 14 transmitting certain construction plans and explanation thereof. We quite naturally wonder if the material furnished meets your requirements in drawing the permit of entry.

We trust you will understand our rather constant and urgent communications. We are sure that you will if you realize that we wish to let a contract as quickly as the permit is available.

We would like to thank you beforehand for both your understanding and everything you may possibly do to get the permit of entry into our hands by the end of this month.

Very truly yours,

JOHN K. SCOTT
District Right of Way Supervisor

RECEIVED
APR 23 1965
RIGHT OF WAY

JKS:jl
cc Mr. L. P. Shaw
Mr. G. E. Rohde
Mr. W. T. Wright
Mr. A. W. Kilborn

RECEIVED
APR 27 1965
FOR FILING

SU-466 (4)
6650

April 26, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to your letter of November 7, 1963 regarding Project US-466(2), Sunset Hwy.-Beaverton S. City Limits Section (Right of Way).

We are submitting one copy of right of way map, file No. 8B-20-5 showing necessary rights of way for Sta. 94+00 to Sta. 125+00 and the P. R. Chichester and E. H. Halton parcels in the vicinity of the Walker Road Interchange (Sta. 142+59).

We hereby request your authorization to proceed with the actual acquisition of right of way for the balance of the project between Stations 94+53.80 and 125+00 including the P. R. Chichester and E. H. Halton parcels.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:bb

RECEIVED
MAY 3 - 1965
FOR FILING

FORM S-301—OSH—7-64 SP*6230-724

6650

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 21, 1965

To: MEMO TO THE FILES

SUBJECT: West Slope Sanitary District Facilities
SPRR - Pacific Highway West Section
Beaverton-Tigard Highway
Washington County

At the request of the Board of Directors of the West Slope Sanitary District, I met with them on the evening of April 20, 1965 at the District's office.

I outlined the proposed adjustments to the District's facilities between Stations 197 and 207 to remove conflicts with proposed construction in this area and answered questions relative to these adjustments.

The Board approved the adjustments subject to an investigation by their Consulting Engineers, Stevens & Thompson, as to these adjustments meeting requirements of the State Sanitary Code. They will note this approval in a letter upon completion of the investigations.

The Board also requested a copy of the X-permit issued to utilities when they hold prior easements in areas of Oregon State Highway Department right of way takings. — SENT TO HESLA ON 4-21-65 I

Present at the meeting were E. T. Meyer, Tom Miles, Bob Neumeister and Herb Schick of the Board, Jack Hannam, Attorney for the District, and Mr. L. H. Thompson, Carl Reinke and Jack Failmer of Stevens and Thompson.

Jack Hesla

Jakk Hesla
Field Utilities Liaison Engineer

JH:ch

cc Ted Litchfield
L. W. Rulien
FB KLABOE
FD MORGAN
FRANK HALL
H S COX
DW LOCHELL
4-26-65 I

CONSTRUCTION DIVISION
RECEIVED
APR 26 1965
NOTED--

NOTED
F. B. KLABOE

FORM B-90 BSH 7-64 SP*6229-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 14, 1965

CONSTRUCTION DIV.
R/W
APR 1965
LOT

To: MEMO TO THE FILES

SUBJECT: Meetings with City of Beaverton,
West Slope Sanitary District,
Multnomah County
SPRR-Pacific Highway West Section
Beaverton-Tigard Highway
Washington County

On April 12, 1965 Don Harwell, County and City Division, Ted Litchfield and I met with officials of the City of Beaverton at the City Hall to discuss adjustment of City-owned utility facilities in conflict with construction of the subject project. Robert Malsey, City Manager, William Newell, City Engineer, and Robert Meyer, Consulting Engineer, represented the City.

The City is presently considering installation of a 12-inch to 18-inch sewer line within the easement area held by West Slope Sanitary District crossing the alignment at Station 197. This line would then proceed southerly on the east side of the alignment. We suggested they consider making the installation in the street area of the proposed 5th Avenue extension which would be outside the embankment area. They could see no objection to this, but will investigate further and advise.

The existing sewer conflicts consist of a 6-inch pressure sewer line crossing the alignment at approximate Station 209 and a 10-inch gravity sewer line crossing the alignment at approximate Station 212+45. The City will investigate and determine the type of pipe and connections used in the installation of the 6-inch line. If these are of a type which will allow settlement without breaking the joints, no adjustment of this line will be necessary. It will be abandoned upon completion of the proposed 12-inch to 18-inch sewer installation. If the present installation will not withstand settlement, the City suggested the sewer line be placed on piling. ← No!

The existing 10-inch gravity line is a permanent part of the City's sewer system. The City also suggested this line be placed on piling rather than be encased. ← No!

The 12-inch water main crossing the proposed alignment at approximate Station 214 is not an integral part of the City's

water system and they may be able to abandon this main. They will investigate this and advise. If this pipe is abandoned, they may wish to salvage that portion within the embankment area.

There was some discussion as to the location of the proposed 5th Street extension. Mr. Harwell advised if the City requests an extension of the proposed structure or construction of a separate structure, the costs involved will be up to the City. Mr. Litchfield agreed to investigate the extra costs involved in making changes in the proposed structure or constructing a second structure.

At 2:45 p.m. we met with E. T. Meyer and E. E. Rodger of the West Slope Sanitary District and C. R. Reinke and Jack Failmer of Stevens and Thompson, Consulting Engineers for the District.

The proposed adjustments of the District's facilities were pointed out and explained. Those present representing the District could see no objection to the proposed adjustments, but wished to present the facts to the entire board before an official decision was reached. Jack Hesla agreed to attend the next meeting of the board on April 20 to answer any questions the board may have.

The District was advised these plans were preliminary and subject to change. They were assured the final construction plans and specifications would be submitted for their approval.

The District representatives indicated they preferred to be located within the right of way and the work be done by Oregon State Highway Department contract forces with the right of the District to inspect and accept the completed adjustments.

The City of Beaverton also requested any adjustments to their facilities be made a part of the Oregon State Highway Department contract. Final plans and specifications for adjustments to their facilities will be submitted for their approval.

On April 13, 1965 I met with Jack Kalinoski, Assistant Multnomah County Roadmaster, to discuss a 36-inch sewer line in conflict with the proposed construction. I pointed out to him the proposed embankment in the area of Fanno Creek, Station 240. He had no objection to the depth of embankment to be placed over the 36-inch sewer line as long as the sewer was protected and the manhole on the easterly side adjusted if necessary. The County is to be kept informed and receive final construction plans when available.

cc: FBK Labbe
FD Morgan
Frank Hall
HS Cox
LW Rolien
JW Cochell
TW Litchfield

JH:sa

RECEIVED
APR 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Jack Hesla

Jack Hesla
Field Utilities Liaison Engineer

RECEIVED
APR 14 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
P. O. Box 4727, Sellwood Station
Portland, Oregon 97202

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

April 12, 1965

RECEIVED
APR 1 2 1965
RIGHT OF WAY

Mr. H. W. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

File No. 32855 -
Southern Pacific Company
Sunset Highway-Denny Road
Section
Beaverton-Tigard Highway
Washington County

Dear Mr. Williamson:

This is with reference to your file 911/323 involving certain of the Company's property in the Beaverton area, which will be affected by the subject highway and which the State desires to acquire.

We are advised that today our Utility Engineer, Mr. Litchfield, is meeting with your Portland division engineers and presenting to them our engineer data as it applies to the highway construction affecting your Beaverton property.

We are advising you of this in hopes that this additional knowledge will facilitate the accumulation of the information you desire in drawing the permit of entry which we have requested.

Very truly yours,

JOHN K. SCOTT
District Right of Way Supervisor

RECEIVED
APR 1 5 1965
RIGHT OF WAY

JKS:jl
cc Mr. L. P. Shaw
Mr. G. E. Rohde
Mr. W. T. Wright
Mr. A. W. Kilborn
Southern Pacific Company
Union Station
Portland, Oregon 97209

FORM E-90 80M 3-62 SP*8470-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1965

SUBJECT: 99W Section
Beaverton-Tigard Highway

To: Mr. Victor Wolfe
Administrative Assistant
BUILDING

In line with Mr. Shaw's letter of March 26, 1965 I met with Mr. Gilbert R. Meigs of Stevens & Thompson, Inc. in the City Hall at Tigard.

Their problem is that Stevens & Thompson are designing a road system in an area now partly within the City of Tigard and part beyond the existing city limits. This area is bisected by our proposed highway. Their problem, of course, is getting a street across the highway along with the attendant utilities.

Mr. Meigs was informed that we had presently incorporated in our plans sufficient facilities so that all properties in question could get out. He was further informed that since the City had not finalized their plans that we could certainly do nothing at this time and he was given the information that construction on this section of highway would not, in my opinion, take place for at least two years.

I further informed Mr. Meigs that if the City developed a reasonable street plan and had finances for the same, they could contact us and further consideration of the problem would be given.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Ass't. Construction Engineer

RECEIVED
APR 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

DJB:rw

FORM S-133

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

Su-466(4)

6652

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
P. O. Box 4727, Sellwood Station
Portland, Oregon 97202

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

RECEIVED
APR 6 1965
LEGAL & RIGHT OF WAY

April 5, 1965

Mr. H. W. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

File No. 32855 -
Southern Pacific Company
Sunset Highway-Denny Road
Section
Beaverton-Tigard Highway
Washington County

Dear Mr. Williamson:

This is with reference to your file 911/323 involving certain of the Company's property in the Beaverton area, which will be affected by the subject highway and which the State desires to acquire.

We wish to first express our sincere appreciation for your quick and comprehensive reply of April 2 to our letter of March 30. The items you raise in your letter, which will need clarification, are completely justified. We had assumed in writing you that our Construction Division in the ongoing relationship with your local engineers had furnished some or all of the information you request. We have on this date been assured by Assistant Highway Engineer Lloyd P. Shaw that he will have this information developed forthwith and forward it to you direct from our Salem office.

Because time is really of the essence in this instance, we wonder if the rough drafting by you of a permit of entry might represent a saving of any time for your forwarding the same to us. We realize, of course, that the items and conditions referred to in your letter dealing with our engineering most likely must be covered in such permit of entry, but we are anxious to be in hand with the said permit of entry not later than the end of this month.

NOTED
LLOYD P. SHAW

NOTED
F. B. KLABOE

May we again say that it is pleasant indeed to feel that we have both the understanding and willingness of the Southern Pacific Company to work with us toward the solution of these rather sizeable problems.

Very truly yours,

JOHN K. SCOTT
District Right of Way Supervisor

JKS:jl

cc Mr. L. P. Shaw
Mr. G. E. Rohde
Mr. W. T. Wright

RECEI
APR 6 1965
OFFI
STATE H

B-2705

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

April 2, 1965

IN REPLY PLEASE REFER TO

911/323

O-PD-60-18

Mr. John K. Scott
District Right of Way Supervisor
State Highway Department
P. O. Box 4727, Sellwood Station
Portland, Oregon, 97202

Dear Sir:

This will acknowledge your letter of March 30, file 32855 - Southern Pacific Company, Sunset Highway-Denny Road Section, Beaverton-Tigard Highway, Washington County, requesting a right of entry on certain Southern Pacific industrial property in the Beaverton area.

We, of course, wish to fully cooperate with the Oregon Highway Department and will recommend such a right of entry if it is necessary in order to avoid delay to your project. We are wondering if, perhaps, this is somewhat premature as we have never received any information from the Highway Department on construction of the overpass across our industrial trackage. As you know, prior to construction of such an overpass, it will be necessary that the usual construction and maintenance agreement and any required easement documents be concluded. If yourproposed construction is imminent, it will assist us in handling your recent request if further information on this grade separation structure can be supplied through the usual channels.

Before we can recommend to our people that such a right of entry be granted, we must know the full effect of your proposal on our property. In this connection, we would refer you toyour letter of March 16, 1964, in which you mention that your Engineering Division was planning certain changes involving a possible extension of Fifth Street by the City of Beaverton. Perhaps you could supply us with up to date over-all plans of just what is proposed insofar as it affects our industrial and operating properties. Please see that a copy of your reply and any such plans are furnished to Superintendent Kilborn in Portland.

Yours very truly,

H M Williamson
R

cc: Mr. W. T. Wright
Right of Way Engineer
Oregon Highway Department
Salem, Oregon

COUNTY OF WASHINGTON
COURTHOUSE
HILLSBORO, OREGON 97123

March 1, 1965

State Highway Commission
Salem
Oregon

Gentlemen:

At their February 23, 1965 meeting, the Board of County Commissioners of Washington County went on record urging that your Commission and the State Highway Department proceed, as rapidly as possible, with the construction of the "North-South Freeway" from Tigard to Beaverton.

It was the Board's belief that the construction of this route is of prime importance to this county.

Very truly yours,

R. M. Nyman
County Administrative Officer

RMN/pb

RECEIVED
FEB 24 1965
FOR FILING
54-466 (41)
6650

Salem, Oregon
February 24, 1965

Progress-Tigard Section
Beaverton-Tigard Highway

Mr. Forrest Cooper
State Highway Engineer

Your letter of February 5 is a request for a factual analysis of the subject section; Construction Division report of February 11 is attached.

I am advised all right of way necessary for the four-lane construction between Progress and 99W at Tigard is purchased. The area not acquired is in the Beaverton Industrial Park and is under negotiation.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc R. L. Porter

STATUS REPORT
PROGRESS-TIGARD UNIT
SUNSET HIGHWAY-BALDOCK FREEWAY SECTION
BEAVERTON-TIGARD HIGHWAY
WASHINGTON COUNTY

FEBRUARY 11, 1965

This report covers the first unit proposed for construction, This would provide four-lane construction from Highway 217 in Progress to Highway 99W in Tigard. Highway 217 at Progress, Scholls Ferry Road and Greenburg Road will be connected at grade. Highway 217 in Tigard near Pfaffle Street will be carried over the proposed mainline. Only the northerly legs of the proposed Tigard Interchange will be constructed at this time. Construction of the mainline will cease as soon as the interchange legs become independent.

Excess excavation material from this first unit will be distributed into fill areas of the adjacent units. Part of this material will go in the future fill just southerly of Highway 99W in Tigard. The remainder will be placed in the future fill from Progress northerly to the Drill Track area near Beaverton. Thus it becomes necessary to have the right of way from approximately the Drill Track in Beaverton to an area southerly of Highway 99W in Tigard for the initial unit of construction.

The following is the progress status of the initial construction work:

Design and Estimates	100% Complete
Plans	30% Complete
Right of Way Descriptions Prepared	100% Complete
Right of Way Purchase	87% Complete

Estimated construction cost for this initial unit from Progress to Tigard is $1,750,000 for grading, paving and structure work.

RECEIVED
FEB 10 1965
FOR BIDS

SU-466(4)

6650

February 9, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: 08-35.7
Oregon Project S-466(1)
Beaverton South City Limits
Pacific Highway West

Dear Sir:

For your information on the reference matter it is necessary, under our initial construction at the intersection of our new Beaverton-Tigard Highway with Scholls Ferry Road, to construct a grade connection on slightly different alignment than presently exists. In our right-of-way negotiations, we are intending to give Sawyer and Stark properties their access to the relocated Scholls Ferry Highway before this highway connects with the Beaverton-Tigard Highway.

In the future, when the Beaverton-Tigard Highway is converted to a freeway, Scholls Ferry Road will be carried over the Beaverton-Tigard Highway with no connections between the two. At that time, the initial connection between Scholls Ferry Road and our Beaverton-Tigard Highway will be closed and the Sawyer and Stark properties will retain their access into the old Scholls Ferry Road, and from this, into the newly constructed Scholls Ferry Road with no connections directly into the highway.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison

DJB:ra: ajw

Match Line

N661,000

E 1,415,000

BEAVERTON-TUALATIN HWY

To Tigard

302+53.09 P.O.T.
"SF" 298+49.74 R.O.T.

H. Eliander
356-527
97-335

A. Way
337-187

337-28

2 Pumps

Ser. Sta.

0.03 Ac

0.03 Ac

SCHOLLS

P. Olson
134-460

A. Eliander
139-508

1.95 Ac. ±

1.42 Ac.

S. 175

Former
298-52

0.16 Ac.

88

0.8

INSERT

RW 23678
516-116
35473
32420
RW 25551
514-270
35609
35770
R. Dietricks
279-253
1.32 Ac. Rt.
B. Robinson, et al
60'
S 34°54'30" W
45
35610
0.94 Ac.
40 Ac. Et.
R.E. Hamachek et al
200 413-31
"SF" 47+67.13 P.I.
"SF" 45+99.94 P.C.
"SF" 49+28.43 P.T.
"SF" 304+82 =
"SF" 19+00 =
"SF" 20+98.36 P.S.
"SF" 22+98.36 P.S.C.
"SF" 23+91.75 P.C.S.
"SF" 25+91.75 P.T.
T.A. 8°CR 16°45" 16°7.19'
T.A. 8°CL 23°28'15" T.S. 249.20'
200' SP S=8°00' a=4.0
200' SP S=8°00' a=4.0
L. Matney 302-410
L. Ostlind 424-328 424-300
J. Pittenger 310-342
J. Anstey 309-332
M. Martian 282-630
A Simi
ZERBY ROAD
0.26 Ac.
963.17' 1.30 Ac. Lt.
50
+00
ander
-527
-335

47+67.13 P.I.

50

S 61° 11' 15" W

+00

"SF" 52+34.05 E.O.L.

450' Sp.
S=5°03'45"
D=0.5

N659,000

E1,415,000

2°15' C.L.
Δ=16°24'
T=592.37

Hatney
410

G. Olson
33-334

59.65 P.L.
58.00
01

TWP. 15, R. 1 W., N.M.
88-20-6

N659,000
E1,415,000

2° 15' C.L.
Ta = 16° 24'
R = 592.37

450' SP.
S = 5° 03' 45"
D = 0.5

G. Olson
33-334

194.460

1.55 Ac LA

.42 Ac

35347

RA

1

32416

95

100

315'

295.175

210'

35348

0.5 Ac

35349

0.16 Ac

32417

0.59 Ac

32418

RA

300

90

Deed RW 22612
441-124

RA

5 Ac

2.33 Ac.

Deed RW
22328
443-503

RA

Also Access Control Line

2+22.88 P.T.

302+

vers

Inc.

500' Sp.
D=0.3
S=3°45'

FERRARY ROAD

J. Anstey 309-532

N. Norlien 282-630

A. Simkins 277

Sfflind 424-328

424-300

130 Ac. Lt.

6.1 Ac. Lt.

0.26 Ac.

Sawyers Inc. 344-520

304-338

51°55'W

S22°01'39"W

S0°57'30"W

32667 4.17 Ac.

32666 0.43 Ac.

32666

7.56 Ac. Rt.

3.3 Ac.

E1,414,000

N660,000

"SF" 23+43.56 P.S.

Sawyers Inc. 324-338

210'

215'

32669 1.0 Ac.

Deed RW 231/65 453-424 6.9 Ac. Rt.

"SF" 27+40.38 P.S.

"SF" 29+40.38 P.S.

"SF" 31+6

M. Stork 423-495

+50

+00

275'

240'

25'

200'

210'

G. Olson
33-334

322+41.10 PCS

11.44 Ac.

32
4

D

S1

C. Robu
389-26
W.R. Ro
448

0.60
35535
(RA)

S 34° 54' 30" W

85.

70.

Deed RW 2605
516-317

N 658,828.33
E 1,414,103.77
321+04.58 PI.

To Newburg

35

320

C. Poulos
457-313

35472

3V 20H Ac.

319+62.21 PSC

100.

322.01 39" W

1

Barn

Shed

Shed

Shed

200.00

50.

SP 30+59.65 PI.
N 659,258.00
E 414,278.01

85.

100.

2

0.44 Ac.

200.

SFt. 33+64.76 PT

SFt. 31+64.76 PCS

200.00
S=8°00'
Δ=40

170.

50

W 23165
3-424

9 Ac. Rt.

SFt. 29+40.38 PSC

2669
0 Ac.

3-start
3-495

315-12.21 PCS

315

Deed RW 25916
529-644

1225

12+0

75

30

Warman
404-260

E. Olson
33-334

322+41.10 P.C.S.

326+91.10 P.T.

11.44 Ac. Lt.

2.75 Ac.

32670
4.85 Ac.

Deed RW 25831
527-167

85'

35

0.75 Ac. Rt.

Deed RW 25605
516-317

N 51°15'10" W

C. Robinson
389-285

W. R. Robinson et ux
448-54

H. Burns et ux
448-360

321+04.58 P.I.
N 658,820.53
E 1,414,103.47

S 34°54'30" W

0.65 Ac.
35353
Deed RW 25831
523-535

0.8 Ac. Lt.

SEE INSERT ABOVE

Match Line

35473

To Newburg

10'

10'

10'

RECEIVED
JAN 28 1965
FOR FILING

Form CO-12
(11-63)
(Pres. by
A.O. 20

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

S-466(4)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 20, 1965

In reply refer to: 08-35.7

6650

FROM : A. W. Persons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Project S-466(1)
Beaverton South City Limits-Pacific Highway West
Right of Way

In reviewing the plans for this project we note access to the new highway will be permitted at temporary connections; e.g., right of Station 313 the Sawyer and Stark properties will gain access via the at-grade connections. When interchanges and separation structures are constructed we assume these at-grade connections, and direct access for private properties will be eliminated.

Execution of the project agreement, which will be forwarded under separate cover, is with the understanding that Federal funds will not participate in any payment for loss of access to the relocated highway occasioned by elimination of the temporary connections.

Copy to:
Yeaney
Burke
1-28-65

NOTED
LLOYD P. SHAW

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 28 1965

Form CO-NZ
(11-63)
(Pres. by
A.O. 20

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

SHAW

S4-466(4)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 20, 1965

In reply refer to: 08-35.7

6.50

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Project S-466(1)
Beaverton South City Limits-Pacific Highway West
Right of Way

In reviewing the plans for this project we note access to the new highway will be permitted at temporary connections; e.g., right of Station 313 the Sawyer and Stark properties will gain access via the at-grade connections. When interchanges and separation structures are constructed we assume these at-grade connections, and direct access for private properties will be eliminated.

Execution of the project agreement, which will be forwarded under separate cover, is with the understanding that Federal funds will not participate in any payment for loss of access to the relocated highway occasioned by elimination of the temporary connections.

Copy to:
Young
J Barbee
1-28-65

NOTED
LLOYD P. SHAW

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 10 1964
FOR FILING

SU-466 (4)
16650

December 9, 1964

Mr. Felix Rosch, et al.
3495 S. W. 110th Avenue
Beaverton, Oregon

Re: Sunset Highway-Baldock Freeway
Beaverton-Tigard Highway
Center Street Relocation

311

Dear Sir:

Please refer to your recent letter concerning the grade of the proposed Center Street relocation adjacent to your properties.

We have studied this area carefully and although it is not practical to match the existing ground exactly with our finish grade, we have designed a new grade which is lower than the original one. This grade runs slightly downward from 110th Avenue to approximately the westerly end of the proposed structure over the expressway.

We hope this new lower grade line will better meet the existing conditions and provide an improved access to your properties.

Thank you for bringing this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
A. E. Johnson

DLT:ra: ajw

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER
Please acknowledge

Mr. Forest Cooper
Engineering Department
State Highway Department
Salem, Oregon

Ref/ Tigard-Beaverton Expressway
Center Street Relocation
Centerline Profile

Dear Mr. Cooper,

We the undersigned are property owners of 100% of the property adjacent to the soon to be relocated Center Street to the East of the overpass to be constructed over the expressway.

We wish to question the elevation of the street as proposed by your department as being unnecessarily high to the point of lowering values of the adjacent property.

A call to Mr. Ewen at the Portland Office on this question evoked the opinion that lowering this profile would require lowering of the expressway. We do not understand this logic since the east elevation of the overpass is several feet above the west end and could be lowered without impairing headroom over the expressway.

We simply request that the profile to the east of the overpass be held to an absolute minimum with the finish elevation of the crown of the street approximating as closely as possible the existing average grades. We note the proposed profile shows elevations approximately one foot above existing average grades. The new street elevation will even be higher than 110th Street grades with which it intersects.

An inspection of the conditions on the site will show this high elevation will amplify the existing problems of the house recently moved to the east end of the overpass.

May we have your attention and reply to this matter at your early convenience.

Cordially,

Felix Rosch — Felix Rosch 3495 S.W. 110th M14-9318

Mr & Mrs Kenneth Bouman — [illegible]

Mr & Mrs Albert Beguin — Ken Bouman

Mr & Mrs Charles Blanchard — Charles L Blanchard

cc:Mr. Robert Ewen

J.C. Cory
06-453

No. 44

Ave. (Junction Rd.)

23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 44

A.W. Ross
329 - 35

Ho. Ho. Ho.

Ho.
G.
Ho.
Ho.
O.R.
33291
Final Judg. 25801
26
Ho.
27
0.9 Ac. Lt.
Ho.
28
0.12 Ac.
+50
L.R. Foull et ux
332 - 294
29
G.
33290
0.55 Ac. Lt.
A.W. Beguin et ux
263 - 495
194 - 217 0.55 Ac.
Deed RW 25374
509-80
Ho.
S.W. 112th Ave.
160
Center
100'
+50
(cont'd)
34
35
Ho.
33288
0.45 Ac.
Deed RW 25870
528-477
Ho.
E.J. Vancoelen et ux
270 - 361
33289
Deed RW 25470
513-132
0.37 Ac.
W.R. Riley et ux
374 - 253
0.14 Ac.
33287
0.21 Ac.
RA
33292
0.22 Ac.
0.6 Ac. Rt.
0.02 Ac.
37
Ho.
Ho.
Ho.
RW 25430
513-132
0.2 Ac. Rt.
33293
RA
+50
75'
+.9 Ac. Rt.
37
+00
38
E.E. Mitts et ux
321 - 432
0.2 Ac.
Diocese of Oregon
394 - 273
394 - 276
Church
42
Ho.
Sch. Ch.
A.G. Hall
367-620
371-609
39
Ho.
H.E. Holm et ux
466-479
L.D. Wanser et al
Orthodox Cent. Ch.
34767
0.37 Ac. Lt.
RW 24893
493-335
35160
115'
60'
0.27 Ac.
Ho.
L.D. Wanser
403-409
40
Final Judg.
RW 25532
200'
0.5 Ac. Lt.
0.05 Ac.
200'
33294
0.09 Ac.
200'
+50
33295
Deed RW 25269 0.37 Ac.
501-136 40'
9.13 Ac. Rt.
60'
1050'
A D D
C.E. Mason School
School District No. 48
201 - 332
75.000

148

150

250

240

220

200

119.5

+4.11 %

500' V.C.

+3.733 %

100' V.C.

+1.39 %

"CR" Line Profile

(Proposed Center St. Reloc

155

160

℄ 110th St.

+.859%

Fin. Gr.

120'

0' V.C.

℄ L= 156+49.39

(Relocation)

FORM S-122X- 50M 12-63
RECEIVED
DEC 10 1964
HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PHILLIS, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

54-466 (4)
10-50

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 7, 1964

Mr. John Hinchliff
Gordon, McGoodwin & Hinchliff
10 S. W. Ash Street
Portland 4, Oregon

Dear Mr. Hinchliff:

Since your letter of November 24, 1964, careful study has been given to the proposed grade of Center Street relocation on the future Sunset Highway-Baldock Freeway Section of the Beaverton-Tigard Highway.

Although our right of way has been established using the grade quoted to you at Station 155, it is possible to lower this grade a minor amount. We have established a new finish grade elevation of 228'± at Station 155. Until plans are more complete, the exact elevation cannot be given but under any conditions we will not be higher than an elevation of 228.5 feet.

We hope this lower elevation will help to ease your problem of a grade to the parking area for the church property.

Very truly yours,

F. D. Morgan
Construction Engineer

By D. J. Barbe

D. J. Barbe
Ass't. Construction Engineer

NOTED
LLOYD P. SHAW

DLT:ra

cc: L. P. Shaw
A. E. Johnson

WALTER GORDON A.I.A. / DANIEL McGOODWIN A.I.A. / JOHN HINCHLIFF A.I.A.

GORDON, McGOODWIN & HINCHLIFF

ASSOCIATED ARCHITECTS · 10 S.W. ASH STREET · PORTLAND 4, OREGON · TEL. 223-5423

24 November 1964

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Engineering Department
State Highway Department
Salem, Oregon

Attention: Mr. Forest Cooper

Reference: Tigard Beaverton Expressway
Center Street Relocation

Gentlemen:

As Architects for St. Bartholomew's Episcopal Church, Beaverton, we are concerned with the proposed elevation of the relocated portion of Center Street immediately west of the overpass to be constructed over the Expressway.

About six months ago we checked with your office in Milwaukie to determine this elevation at Station 155 and were given a tentative elevation at that time subject to final approval.

Last week we again checked with the Milwaukie Office and were given a revised elevation which we understand was determined by the Salem Office. This raises the elevation at Station 155 above that given us previously.

The site plan for the proposed new church requires an entrance ramp from the street at Station 155 to the parking area adjacent to the church building, the floor elevation of which has been established by the existing Parish Hall (Elev. 224.7). The raising of the elevation at Station 155 increases our problem in providing access to the property by steepening the entrance ramp.

We realize that there are other factors to be considered in determining the final elevation of Center Street, but we respectfully request that you review the possibility of lowering Center Street at Station 155 below that of 229.

Yours sincerely,

John Hinchliff

RECEIVED
NOV 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

JH:jk
cc: Dr. William Snook,
Chairman, Bldg. Committee,
St. Bartholomew's Church
cc: Mr. Robert Ewen, State Highway Dept., Milwaukie

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
REVISED PROJECT BASE DESIGN

Page 1 of 1 Pages

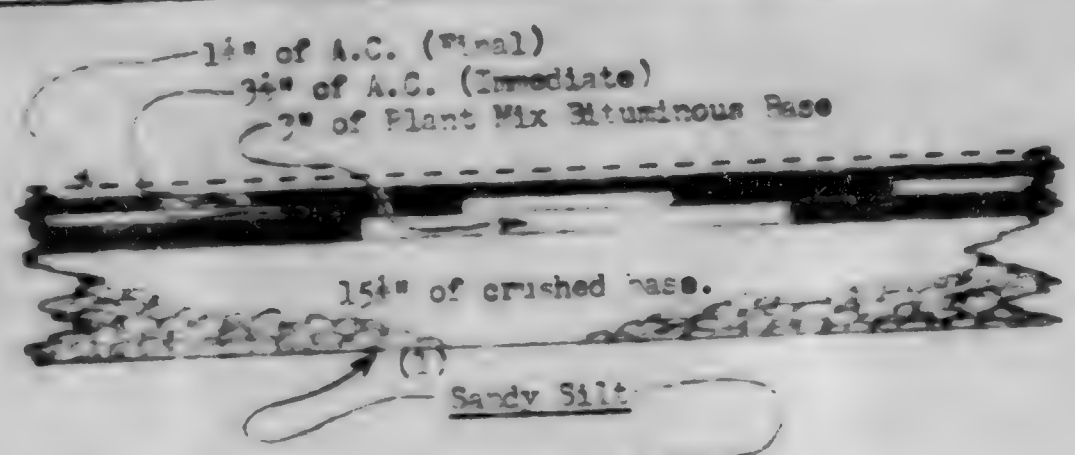
Section SUNSET HIGHWAY-BALDOCK FREEWAY Highway PUMPKIN-TOGARD (TAS 628) County DESCHUTES Prefix 13-1(6)

Res. Engr. R. T. Ryan Approx. Length 8± Miles. Sta. 94± to Sta. 400± Date 11-14-64

Truck A.D.T. 400 Traffic Coefficient 0.5 18 kip s.a. per day 20.4.

Annual Precipitation 44"± Frost Penetration - - - - - - - .

(1)
Typical Soil
26 LL
2 PI
100 %P 10
91 %P200
0 %Gravel
0 %C Sand
8 %F Sand
78 %Silt
14 %Clay
12 "R" Value (Corrected)



CBR Total Req.	Base	Pavement Thick.	
	3	1½	AC (Final)
	3	3½	AC (Immediate)
	4	3	PMBB
	15½	15½	Cr Base
30	30	23½	

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

NOTE:
This revision supercedes Project Base Design approved 12-7-60. It is recommended that a minimum 4" of the course base pass the #40 sieve. This will provide protection against the possible infiltration and contamination of the base course by the fine grained soil subgrade. If crushed base is substituted for PMBB, 2" of 3/4"-0 level and 1" of bottom base course should be used.

RECEIVED DEC 1 1964 FOR FILING

NOTED LLOYD P. SHAW

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by J. W. Garbrough Staff Assistant Recommended by D. A. Woods Engineer of Materials

Recommended by A. I. Parker Construction Engineer Approved by Lloyd P. Shaw Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN
"OTHER ROADS"

Section SUNSET HIGHWAY-BALDOCK FREEWAY Highway - - - - - - County _____ Prefix _____

Res. Engr. _____ Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date _____

Truck A.D.T. See below Traffic Coefficient - - - - 18 kip s.a. per day - - - - - -.

Annual Precipitation See Page 1 Frost Penetration - - - - - - -.

(1) Typical Soil LL / See PI / Page %P 10 / 1 %P200 / %Gravel / %C Sand / %F Sand / %Silt / %Clay / "n" Value	Truck A.D.T.	Wear. Surf.	Level	Crushed Base	CBE Total Req.	Credit	Actual Thick.
	90 - 240	3½" AC	2"	18"	27"		23½"
	30 - 90	3" AC	2"	16"	24"		21"
	8 - 30	2" AC	2"	15"	21"		19"
	1 - 8	1½" AC	2"	12½"	17½"		16"
	Care Only	1" AC	2"	8"	13"		11½"

Should an oil mat or gravel wearing surface be used in lieu of A.C. the "Required Total Thickness" would be equal to the depths shown in the "Crushed Base Equivalent" (CBE) Column.

SECTION: SUNSET HIGHWAY-BALDOCK FREEWAY

HIGHWAY: BEAVERTON-TIGARD (FAS 628)

COUNTY: WASHINGTON

Traffic Analysis:

Calculation for Traffic Coefficient

Landometer Study For Year ____

A. Present ADT 7,000 (Total)

B. Future ADT 13,000 (Total)

C. Design ADT 10,000 $(\frac{A+B}{2})$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 8 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ 4% x (C) 10,000 = 400

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 400 x (H) 100 % = 400

TRAFFIC COEFFICIENT = $E^{(I)^{0.119}}$ where E = 4.66

= 9.5

SECTION: SUNSET HIGHWAY-BALDOCK FREEWAY

HIGHWAY: BEAVERTON-TIGARD (FAS 628)

COUNTY: WASHINGTON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See Remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C.
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: See remarks
11. Construction Consideration: No problems
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Two different surfacing designs were considered for this project. Present Worth Cost (P.W.C.) were computed, using 1963 average bid prices, for each design:

5" A.C. 3" P.M.B.B. 15½" Crushed Base P.W.C. - *$201,596.80 (per 4 lane divided mile) *This figure includes 1½" of A.C. Overlay at some later date.	8" R.P.C.C. 2" Level Course 10" Crushed Base P.W.C. - $212,937.30 (per 4 lane divided mile)

The design using asphaltic concrete is recommended from an economic standpoint.

RECEIVED
DEC 1 - 1964
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

SU-466(4)

6650

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
November 23, 1964

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Project No. S-466(1)
Beaverton S. City Limits-
Pacific Highway Section
Beaverton-Tigard Highway
Washington County

Dear Sir:

By a letter dated November 21, 1964, you requested that our files on the subject section be documented, and that they reflect justification of the acquisition of the ten-foot strip on Garden Place Road, and the fifty-foot strip under File 36052 in lieu of damaging the remaining properties, without access.

This documentation has now been completed, and placed on the proper files.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

DHM:gc

cc - Lloyd P. Shaw
L. H. Young
G. E. Rohde

NOTED
LLOYD P. SHAW

12/23
OFFICE OF

RECEIVED
NOV 18 1964

Form CD-121 (11-63) (Pres. Ex. A.O. 2670, 11-22-41)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

SU-466(4)

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Shaw

DATE: November 12, 1964

In reply refer to: 08-35.3-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec, Engineering Coordinator

SUBJECT: Oregon Federal-aid Secondary Program
Oregon Project S-466(1)
Beaverton S. City Limits - Pacific Hwy.

Mr. Chase's October 29, 1964 letter submitted the right-of-way map for the remaining portion of the subject project and requested authorization to proceed with acquisition, and we are in receipt of your November 9, 1964 PR-9 Program Change revising the estimated cost.

On March 17, 1961 you were authorized to proceed with all actions necessary for this project except the Varnes Road to Interstate 5 segment. Effective May 20, 1963, relocation payments were authorized.

We are jointly approving your PR-9 and authorizing you to proceed with incidental costs, relocation payments and actual acquisition on the remaining segment, station 406 to 471, effective November 10, 1964, in accordance with your approved Secondary Road Plan. That portion between station 471 and station 476 was previously authorized under project I-5-5(23)286, Tigard Jct. to Clackamas County Line section. To provide full Federal participation your records will need to reflect justification of the acquisition of the 10-foot strip on Garden Place Road and the 50-foot strip under File 36052. The cost of acquisition plus the cost of constructing an access road must be compared against the cost of damaging the remainder properties without access.

Attach: PR-9

NOTED
LLOYD P. SHAW

RECEIVED
NOV 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 24 1964
FOR FILING

STATE HIGHWAY COMMISSION MEETING

Delegation Robert B. Weil, Beaverton Area Chamber of Commerce, and others, re Beaverton-Tigard Highway

Date October 9, 1964

Time 11:00 a.m.

Name	City or Town	Capacity
Scott Foster (Speaker)	Beaverton=	Hwy. Comm. of C of C
Stephen Loy	Beaverton	C of C, Mayor
Bob Rankin	"	C of C
Guy Car	"	"
Kevin Cadigan	"	"
Elbert Hawkins	"	"
Lyle Cobb	"	"
Jack Stevenson	"	Pres., C of C
Jeff Harris	"	"
Bob Rankin	"	"
Jim Huygens	"	Chrmn., Roads & Hwy. Comm, C of C
Bill ~~G~~xxHargis	"	"
Bill Cameron	"	"
Bob Weil	"	"
Case Newhouse	"	"
Wm Winter	"	Pres. Jr. C. of C
Art Emig	"	Jr C of C
Clayton Ryberg	Hillsboro	Wash. Co. Comr

NOTED
FLOYD QUERY

Oregon State Highway Commission
Salem, Oregon

MEMBERS OF THE OREGON STATE HIGHWAY COMMISSION

We want to thank you for the opportunity of meeting with you today.

This delegation, while primarily an effort of the Beaverton Area Chamber of Commerce, includes members of the Washington County and City of Beaverton governing bodies, as well as Chamber members and other interested parties.

The purpose of our coming as a delegation from the Beaverton area is to point out to you the urgent need for the North-South freeway through Beaverton. This highway, we understand, will connect the Baldock freeway with the Sunset Highway. We realize that this road is on your program and that part of the Right-of-Way has been purchased, but we feel that earliest possible completion of this road is a necessity for our area. The two East-West highways leading into Beaverton are both heavily traveled, however, we lack a good North-South road. The subject freeway is part of the answer to a serious problem in our area.

Listed for you is a growth pattern that has taken place in the last ten years.

1. SCHOOL ENROLLMENTS - Public, Private and Parochial

1954	1964
6,061	15,310

2. BUSINESS ESTABLISHMENTS

1954	1964
241	703

3. ELECTRIC POWER USERS

Figures are not available for 1953 for the Beaverton Area. The following will be a good indication:

WASHINGTON COUNTY

1953	1963
21,788 Users	33,653 Users

Of these 33,653 users 14,296 (or more than 40%) were in the Beaverton area. This indicates without a doubt the growth area is in the Eastern part of Washington County.

A further indication of growth trends for Beaverton area in terms of electric users are:

Dec. 1962	Nov. 1963	Sept. 1964
12,888	13,651	14,296

4. POST OFFICE GROWTH IN TERMS OF RECEIPTS

Fiscal Year	Postal Receipts
1954	$103,419.73
1955	128,420.92
1956	141,689.30
1957	163,534.70
1958	164,166.94
1959	246,812.66
1960	291,762.53
1961	353,315.95
1962	413,586.68
1963	482,311.42
1964	577,620.57

The increase in postal rates accounts for part of the increase of receipts, but the biggest factor is the growth of the area.

5. ECONOMIC INFORMATION, Washington County

In 1963 payrolls rose to $79,427,000. Tektronix provided employment for 58.7%.

	1954	1958	1962
Agricultural Income[1]	$16,288	$18,619	$29,885

Effective Buying Income (Source: Sales Management "Survey of Buying Power") - (The number of dollars that people have in the market, i.e., what individuals receive in the form of wages, salaries, and commissions; etc., less amount deducted for taxes. Comparable to the government's disposable personal income.")

	1957	1960	1963
Washington County	$140,915,000	$180,798,000	$236,455,000

1 Source: 1954,1958: U. S. Bureau of Census; 1963 estimate: Sales Management, Inc.
2 Source: Bureau of Business Research, University of Oregon

6. AUTO REGISTERATIONS IN WASHINGTON COUNTY

1943	1953	1963
16,750	30,470	57,179

7. TELEPHONE INSTALLATIONS - Beaverton

1953		1963	
4,777	Phones	15,811	Phones

8. COMMERCIAL BANK DEPOSITS

June 30, 1954	June 30, 1964
$9,520,000.00	$34,926,000.00

In addition to this four Savings & Loan Associations have moved into this area.

We would like to list for you some of the manufacturing and distributing plants employing fifty or more people in our area:

Firm Name	Product	No. of Employees
Tektronix	Oscilloscope	5,000
Sawyer's	Viewmasters	450
G. A. Barem & Sons	Food Processing (seasonal)	250
West Coast Telephone	Ore. Division Headquarters	750
Electro Scientific Ind.	Electronic Precision Instru.	200
Riviera Motors	Automotive Distributors (Volkswagon)	175
Code-a-phone Electronics	Answering Device	80
Mears Controls Inc.	Thermostat Controls	55
Oregon Primate Research	Medical Research	55
Kraft, Western Corrugated	Paper Products	175

In the past - 24 - months the following new buildings were completed:

1. Safeway (largest store in the Northwest)
2. Martin-Marietta Metals Lab (Research in high temperature metals)
3. Tindle-Chrysler Plymouth (moved from Hillsboro)
4. Carmichael Oldsmobile (moved from Hillsboro)
5. United States Post Office
6. Showboat Restaurant
7. Berry Farm Restaurant
8. Royal Motor Court (32 Unit motel)
9. Riviera Motors (Distributor for Volkswagen- Ore., Wash., Ida., Mont., & Alaska)
10. Bekins
11. Xerox (NW Zone Office)
12. First National Bank of Oregon - Beaverton Branch
13. United States National Bank of Oregon- Beaverton Branch

Under construction at the present time are:

1. General Motors Parts Distribution Center and Portland Chevrolet Zone Office (5 acres under one roof)

About to start construction :

1. Oroweat - Steins Bakery

The statistics herein presented indicate the tremendous rate of growth and dynamic nature of the eastern Washington County area to be served by this freeway. Our Industries Committee and Industrial Park Developers in this area are presently working with prospective new industries. Many new industries have been moved into our area in the past few years, but some new industries have turned away due to the lack of a well-developed road complex. Truck freight rates into our area are also adversely affected by lack of an efficient highway network and good access north and south. Few, if any, areas in the state of Oregon have demonstrated more dynamic and consistent growth over the past few years than east Washington County. We have demonstrated that we welcome new developments, we welcome new highways, and we welcome all new industries which will contribute to the economic stability of our area. All we need to attract these industries are adequate facilities to serve them. Our roads are one of our greatest deficiencies. Much of the growth in east Washington County is growth for the state, not just movement within the state.

We know you are perfectly aware of all of these things, and that you have even more statistics available to you than the meager array given to you today. We also know that your interest is in the development of the state, just as ours is, and that you are deluged from all sides with requests for aid and assistance, and with complaints. We hope with this presentation only to redirect your attention to the construction of our North-South freeway, and ask that you give it all possible speed.

We wish to thank you again for the opportunity of appearing before you today.

Prepared by
ROADS AND HIGHWAYS COMMITTEE
BEAVERTON AREA CHAMBER OF COMMERCE

James L. Huygens
Chairman

RECEIVED
NOV 24 1964
FOR FILING

Court
RLW
Bus-Tigard Sec.

September 15, 1964

Mr. Robert B. Weil
Beaverton Area Chamber of Commerce
65 S.W. Second Street
Beaverton, Oregon 97005

Delegation
11 a.m.
10-9-64

Dear Mr. Weil:

Under date of July 24, Mr. Query wrote to you allotting 15 minutes of time for your group to appear at the October 8 Commission meeting to present information concerning the Beaverton-Tigard Highway.

This is to inform you that the Highway Commission has changed their meeting date from Thursday, October 8, to Friday, October 9.

We have reserved 15 minutes of time for your group beginning at 11 a.m., Friday, October 9, in Room 419 of the State Highway Building in Salem.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fkn

cc Forrest Cooper

July 24, 1964

Mr. Robert B. Weil
Beaverton Area Chamber of Commerce
65 S. W. Second Street
Beaverton, Oregon 97005

Dear Mr. Weil:

This will acknowledge your letter of July 22 stating that the date of October 8, 1964, is acceptable to your group for an appearance before the Highway Commission concerning the Beaverton-Tigard Highway.

The date of October 8 is tentative until it is confirmed by the Commission or a new date set, which action will probably be taken at the meeting of August 27.

So that you will have something to work on, 15 minutes of time is being set aside for your group beginning at 11 a.m., Thursday, October 8, in Room 419 of the State Highway Building in Salem.

If there is any change in this date, I will advise you shortly after the August meeting.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FO:fkn
cc Commissioners
Forrest Cooper

BEAVERTON AREA CHAMBER OF COMMERCE
65 S.W. Second Street
Beaverton, Oregon 97005

Phone
MI 4-0123

July 22, 1964

Floyd Query, Secretary
State of Oregon
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

Thank you for your letter of July 20, 1964, advising us of October 8, 1964, for the meeting of the State Highway Commission. This date is acceptable to our committee. Kindly advise us at your convenience the time we will be meeting.

We are looking forward to our meeting with the commission.

Sincerely,

Robert B. Weil
Beaverton Area Chamber of Commerce
Roads and Highways

RB:plb

RECEIVED
JUL 24 1964
OREGON
STATE HIGHWAY COMMISSION

FORM E-20 .50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22, 1964

SUBJECT:

REFERRED TO
Mr. Cooper
BY LETTER SLIP

As per your request

To:

Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

Aug 27 Carl Stations Stations Traveltime

Transmitted herewith the following data as requested by your letter of July 10, 1964:

Siletz-Toledo Section:

1 Print 1"=2000' Map
1 Print Typical Sections

Beaverton-Tigard Highway:

1 Copy Status Report
1 Print 1"=2000' Map.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

DEK:fp
Enc.

RECEIVED
JUL 24 1964
OFFICE OF
STATE HIGHWAY ENGINEER

July, 1964

STATUS REPORT
SUNSET HIGHWAY-PACIFIC HIGHWAY SECTION
BEAVERTON-TIGARD HIGHWAY
WASHINGTON COUNTY

The initial construction will include interchanges at Cedar Hills, Beaverton, Tigard, and at the Baldock Freeway with grade separations at Center Street, Highway No. 217 at Tigard and S. W. 72nd Avenue. Future plans include interchanges at Walker Road, Allen Avenue, Denny Road, Highway No. 217 at Progress, Greenburg Road, and a grade separation for Scholls Ferry Road at Progress. Right of way required for future interchanges is being acquired with that necessary for initial construction except where it is felt that the additional property needed would not increase in value by new development between initial and future construction.

The Cedar Hills Interchange at the Sunset Highway was approved by the Bureau in January of this year. Approximately 80 per cent of the field layout and checking has been completed. As soon as this work is completed, the right of way needs can be established.

Sufficient field data is available in Rural Design to complete plans and estimates for the entire section with the exception of the Cedar Hills area which should be received in the near future. The project has been split into four units, Sunset Highway to Beaverton, Beaverton to Progress, Progress to Tigard and Tigard to the Baldock Freeway. Status of the four units is as follows:

SUNSET HIGHWAY TO BEAVERTON

Design and Estimates	40% Complete
Right of Way Descriptions Prepared	30% Complete
Right of Way Purchased	25% Complete

BEAVERTON TO PROGRESS

Design and Estimates	90% Complete
Right of Way Descriptions Prepared	100% Complete
Right of Way Purchased	60% Complete

PROGRESS TO TIGARD

Design and Estimates	90% Complete
Right of Way Descriptions Prepared	100% Complete
Right of Way Purchased	85% Complete

TIGARD TO BALDOCK FREEWAY

Design and Estimates	25% Complete
Right of Way Descriptions Prepared	40% Complete
Right of Way Purchased	25% Complete

The following is a report of the right of way for the entire section:

Estimated Number of Descriptions	230
Number of Descriptions Prepared	196
Number of Options	136
Number Recommended Condemnations	18
Number of Deeds Recorded (Right of Way Purchased)	135

Estimated Cost of Right of Way	$4,600,000
Expended for right of way as of June 30, 1964	$2,183,358

Estimated construction and right of way costs as follows:

SUNSET HIGHWAY TO BEAVERTON

Initial Construction		$1,600,000
Right of Way		1,280,000
Total		$2,880,000
Future Construction		
Walker Road Interchange	$200,000	

BEAVERTON TO PROGRESS

Initial Construction		$2,140,000
Right of Way		1,520,000
Total		$3,660,000
Future Construction		
Allen Avenue Interchange	$ 700,000	
Denny Road Interchange	695,000	
Total	$1,395,000	

PROGRESS TO TIGARD

Initial Construction		$1,650,000
Right of Way		1,100,000
Total		$2,750,000
Future Construction		
Progress #217 Interchange	$350,000	
Scholls Ferry Grade Separation	395,000	
Greenburg Road Interchange	220,000	
Total	$965,000	

TIGARD TO BALDOCK FREEWAY

Initial Construction	$1,150,000	
Right of Way	700,000	
Total	$1,850,000	

Total Estimated Initial Construction Cost	$ 6,540,000
Total Estimated Right of Way Cost	4,600,000
Total	$11,140,000
Total Estimated Future Construction Cost	$ 2,560,000
TOTAL	$13,700,000

Sta. 94+04.80

Sunset Hwy. – Beaverton
(1.76 Miles)

Beaverton – Progr
(2.06 Miles)

SUNSET HIGHWAY

S.W. PARK WAY

Future Int.
#200,000

ROAD

TUALATIN VALLEY HIGHWAY

REAVERTON-HILLSDALE HIGHWAY

Sta. 187+08.09

CEDAR HILLS

WALKER

BEAVERTON

Future Int.
#700,000

Future Int
#695,000

ROAD

AVE

ST

CENTER

ALLEN

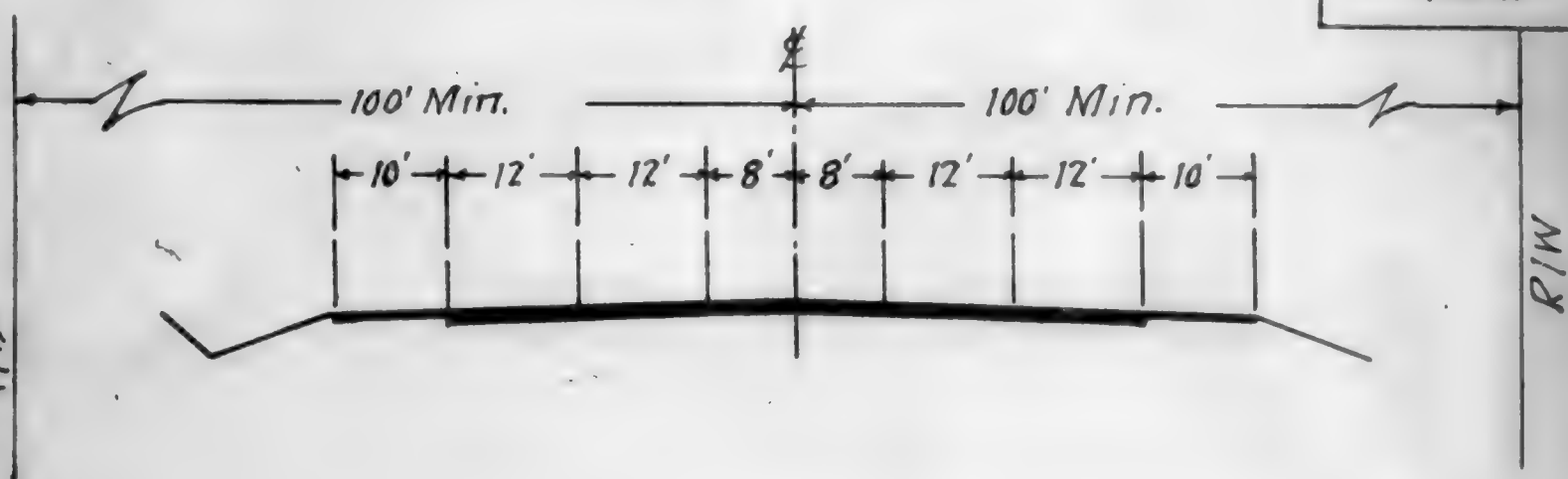
Initial Construction

Constr. Cost	#1600,000
R/W Cost	1,280,000
Total	#2,880,000

Initial Construct

Constr. Cost	#2,14
R/W Cost	1,52
Total	#3,66

TYPICAL SECTION



Tigard – Baldock Freeway
(1.32 Miles)

Progress – Tigard
(2.10 Miles)

– Progress
6 Miles)

Sta. 2251+79.39

S 10° 40' 42.3" E

Existing Highway

PACIFIC HIGHWAY U.S. 99

US 99 W

NC AVE

PACIFIC HIGHWAY WEST

BEAVERTON-TUALATIN HIGHWAY

SCHOLLS HIGHWAY

SCHOLLS FERRY ROAD

GREENBURG ROAD

PFAFFLE ROAD

HUNZIKER ROAD

95TH ST

TIGARD

Future Int.
95,000

Future Int.
Hwy #217
$350,000

Future Int.
$220,000

Progress Future
Scholls Ferry Sch.
$395,000

Initial Construction

Constr. Cost	$1,650,000
R/W Cost	1,100,000
Total	$2,750,000

Construction

	$2,140,000
	1,520,000
	$3,660,000

Initial
Constr. C
R/W Co
Tota

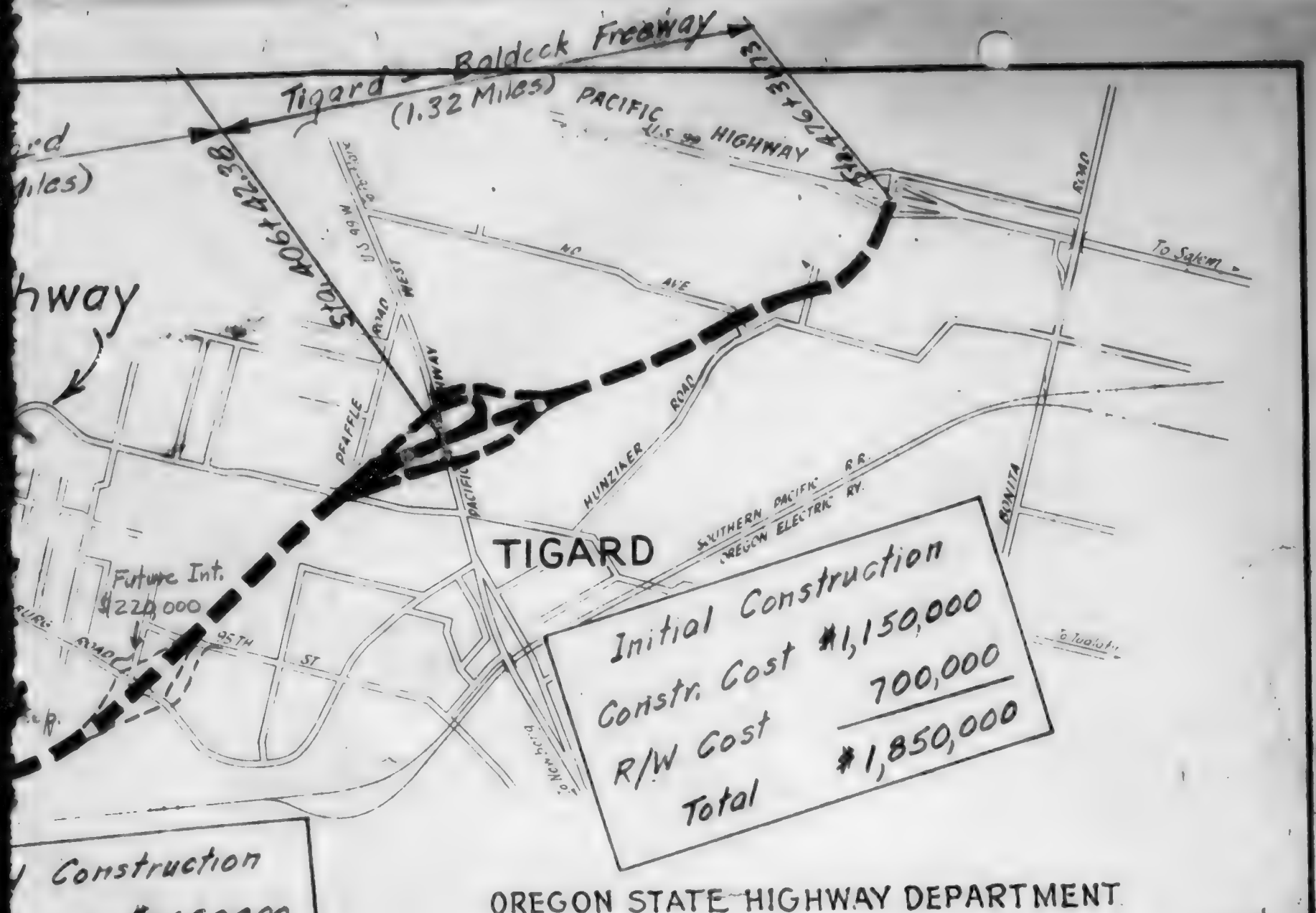
OREGON STATE H

SUNSET HIGHWAY - P

BEAVERTON –

WASHI

Scale: 1" = 2000'



OREGON STATE HIGHWAY DEPARTMENT

SUNSET HIGHWAY-PACIFIC HIGHWAY SECTION

BEAVERTON-TIGARD HIGHWAY

WASHINGTON COUNTY

Scale: 1" = 2000'

July 1964

July 20, 1964

Mr. Robert P. Weil
Beaverton Area Chamber of Commerce
11335 S. W. Canyon Road
Beaverton, Oregon

Dear Mr. Weil:

A few days ago I received information that if the Highway Commission meeting is to be held a week prior to August 27 your group could keep its appointment to appear before the Commission but if the meeting is to be on August 27 you would like to have a date in October.

At its meeting in Medford on July 14 the Commission confirmed the August 27 date and set a tentative date of October 8 for the following meeting.

Please let me know if the October date is acceptable, and a time can then be set for your delegation.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

FO:fp
cc Mr. Forrest Cooper

July 6, 1964

Mr. Robert P. Neil
Beaverton Area Chamber of Commerce
11335 S. W. Canyon Road
Beaverton, Oregon

Dear Mr. Neil:

This will acknowledge your letter of July 1 in which you request an appearance by your committee before the Highway Commission at its next meeting in Salem.

The next Commission meeting in Salem has been set tentatively for Thursday, August 27, in Room 419 of the State Highway Building at the corner of Center and Capitol Streets. We have reserved 15 minutes of time for your group beginning at 11:00 a.m.

It is my understanding you wish to present information concerning the Beaverton-Tigard Highway.

If there is any change made in the August meeting date, I will let you know.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

PO:jf

CC: Commissioners
Forrest Cooper

BEAVERTON AREA CHAMBER OF COMMERCE

Beaverton, Oregon

Phone
MI 4-0123

July 1, 1964

Mr. Floyd Query
Secretary, State Highway Commission
Salem, Oregon

Dear Mr. Query:

Would you please place our committee on the agenda for the next meeting of the State Highway Commission to be held in Salem?

The purpose of this meeting is to introduce information that will aid in expediting the Beaverton-Tigard Freeway. We have compiled new statistical information that should be of benefit to the Highway Commission. These facts are substantiated and supported by the leaders of Washington County, the City of Beaverton, the Beaverton Chamber of Commerce, and the leading majority of industries, utilities and business' affected through out this area. Many of these representitives will be in attendance.

It should be noted that in order to keep the meeting breif and to the point, we will have only one member present this information to you.

We are looking forward to meeting with you as soon as possible.

Sincerely,

Robert P. Weil

Robert P. Weil
Roads and Highways
11335 S.W. Canyon Road
Beaverton, Oregon
Mi6-5156

RPW:vv
8-27-64
11:00 AM

RECEIVED
JUL - 6 1964
OREGON
STATE HIGHWAY COMMISSION

477 Cottage Street, N.E.
Salem, Oregon 97301

August 7, 1964

08-35.7

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

Oregon Project US 466(2), Sunset Highway - Beaverton South City Limits
Parcels 32916, Haskell and Parcel 32917, Sheller

We have reviewed the additional cost information submitted by Fee Appraiser Harold F. Meyer concerning the $20,000 allowance for "Turning building around" which was part of the damage allowance contained in his appraisal of February 14, 1964. Mr. Meyer's figure is confirmed by the fee appraisal of Merwin O. Gainer which contains a slightly higher cost estimate. Based upon this additional information we will approve Federal participation in any right of way settlement that does not substantially exceed the review appraisal of $60,140 dated May 5, 1964.

As indicated in our letter of June 8, 1964 we still believe that the use of the cost to cure approach should be weighed against an after valuation of the property without renovating the improvements. Any prudent purchaser or property owner would weigh the cost to cure against leaving the improvements in place. Inasmuch as the other fee appraiser, Mr. Gainer, has provided sufficient support to justify the readjustment and alignment of the building by using the procedure advocated by this office, we will offer no further objection to the review appraisal of May 5, 1964.

We have not completed our review of the Sheller file (Parcel 32917) as to the amount of Federal participation in the right of way settlements of $30,574. We will advise you of our findings as soon as our review is complete.

RECEIVED
AUG 10 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Orig to Wright
8-11-64
cc Young 8-13-64

RECEIVED
JUL 3 1964

Form CD-121
(11-63)
(Par. 2-3.6)
A.J. 2nd Rev.

UNITED STATES GOVERNMENT

FOR FILES

Memorandum

SALEM

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

SU-11(6)(4)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oreogn

6.6.64

DATE: June 23, 1964

In reply refer to: 08-35.7

By: M. E. Martin
Acting Div. Engr.

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project US-466(2), Sunset Hwy. to Beaverton Road Section

Please refer to Right of Way Engineer Walter T. Wright's letter of June 17, 1964 concerning the delay in acquiring right of way between Stations 160 and 197, which is in the vicinity of the Beaverton Interchange.

The letter indicates that certain files which have not been optioned will be in condemnation process by July 1, 1964. We agree that it is proper to conclude negotiations on these properties, and further suggest that all properties within this area be examined in order to determine whether or not negotiations can be concluded at an early date.

Mr. Wright's letter indicates that the delay in acquiring property in this area was brought about by the Bureau insisting that the State purchase land for future interchanges. This office approved the Beaverton Interchange on March 7, 1961. We did not require any changes in this area that would have delayed the acquisition program. In 1961 we did suggest that the State seriously consider obtaining right of way for future interchanges where at-grade crossings were contemplated; however this did not affect the Beaverton Interchange which had already been approved by this office.

NOTED
LLOYD P. SHAW

6.25-64

cc Young 7-3-64

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 26 1964
COMMISSIONERS
GLENN O. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 17, 1964

Project No. U.S.-466(2)
File No. 32916 - Haskell
32915 - McBride
32917 - Scheidler
32904 - Weil
32914 - Schnitzer
Beaverton-Tigard Highway
Sunset Highway-Denny Road Section

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

This will respond to your letter of June 8, 1964 referring to Oregon Project U.S.-466(2). The following comment will refer to several specific files on this project.

File No. 32915 - McBride has been recommended for condemnation. File No. 32916 - Haskell has been under negotiation since May 19, 1964 on our last review. File No. 32917 has been optioned. Two additional files: 32904 - Weil and 32914 - Schnitzer have been under negotiation since April and May respective. All files in the foregoing list which have not been optioned, will be in the condemnation process by July 1, 1964.

We have been struggling with appraisal and negotiation in "this area of high land values" for two years. During that time, we have had a seemingly endless number of "holds" for economic investigations, alternate engineering designs, revisions, and additions.

We are told by our engineering staff that the bulk of this disruption arose through insistence of your office upon the addition, design, and purchase of land for future interchanges in areas where our own designers did not feel that they were necessary. It is not my intent to criticize the differences of design judgment which brought about these delays, but simply to state that they have arisen, and have effectively prevented a sustained prosecution of our acquisition program.

We are proceeding under our normal field acquisition process. That is to say, a tight, but adequate, period of negotiation, followed (if unsuccessful) by the immediate inception of legal proceedings.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:SH
cc: Lloyd P. Shaw
L. H. Young
L. I. Lindas

RECEIVED
JUN 11 1964
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

SU-466(4)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 8, 1964

In reply refer to: 08-35.7 / 415

FROM : A. L. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Appraisal Documentation

By letter dated May 26, 1964 we advised you that appraisal reports often do not contain adequate documentation and support for value estimates derived by the income approach. Additional appraisals have been reviewed on Project US-466(2), Sunset Highway to Beaverton Section, and we find that in some instances the appraisals contain the same shortcomings. In addition the cost approach is not always supported in those instances where it is relied upon in the final valuation.

Parcel 32916, Haskell: The review appraisal of May 5, 1964 accepted the appraisal of Harold F. Meyers in the amount of $58,500 as a basis for State negotiation. The value estimate includes an allowance of $20,000 for "turning building around" and $15,000 for removing certain improvements in order to make the "turned around building" usable. The only support contained for the $20,000 figure is some notes in the file that indicate a bid for the work was received from a Mr. Hellichson in the amount of $34,572. In his original appraisal of June 28, 1963 Mr. Meyers indicated, "I would believe that if settlement cannot be reached on this matter that the State should hire an engineer to calculate the cost of re-converting this building. I have hired a contractor and fundamentally thrown out his figures for various reasons." Both as a basis for Federal participation and the possibility of court action this figure of $20,000 should be supported. The State's other appraisal by Mr. Gainer indicates the cost of the renovation is $27,000.

In addition, Mr. Myers has used the cost to cure approach in the amount of $35,000 without providing an after valuation of the property without renovating the improvements. Proper appraisal procedure would be to value the property before and after in order to reach the value of the takings and damages to the remainder. Then the cost to cure could be applied to indicate that it is a more economical approach than paying the damages indicated in the after valuation.

Parcel 32917, Shedler: This case was settled in the amount of $30,574 based upon a review appraisal that accepted the

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Original + copy to Linder 6-9-64
cc Young 6-11-64

NOTED
LLOYD P. SHAW

property owner's appraisal in the amount of $23,000. The State's appraisal at that time was $20,000. Paragraph 5j of PPM 41-4.1 authorizes reviewers to determine the fair market value of real property and to consider among other things appraisals of property owners. Such appraisals must include competent information and be a reasonable measure of market value. In this instance the owner's appraiser employed the income approach but did not provide any support in the form of rental data for his gross income estimate, nor did he support his capitalization rate. There was no allowance for vacancy, and an overall capitalization rate was used. The sales data presented contained errors in calculations and in one instance the price per square foot of land varied from the State's appraisals. The review appraisal added $2,574.00 for signs and tire racks to the owner's appraisal of $28,000.00, making a total review of $30,574.00. However, there is no evidence to indicate that the owner's appraisal did not include such items. We do not consider this appraisal to be adequately documented as a basis for Federal participation. This was brought to the attention of your Appraisal Section and following the settlement they requested your fee appraisers to reanalyze their valuations. Both appraisers have raised their value estimates to $23,400 and $27,000. A portion of this raise is due to increased land value, which appears to be satisfactorily documented. However, the income approach is the main basis of raising the valuation and Mr. Gainer's appraisal indicates, "In view of the market activity in the Beaverton, more particularly in regard to additional information obtained in regard to leases of Canyon Road frontage tracts, an economic rent of about 15¢ per square foot of building area is believed indicated." If we are to participate in anything over the original review appraisal we will require the appraisers to submit specific rental data that is related and adjusted to the subject property and provide support for the increased economic rent. It might be noted in Mr. Gainer's report that while he increases the rent on the before basis, on the after basis there is no increase. It would seem this general upward trend in the market indicated in his appraisal would reflect itself in both the before and after appraisal. His comments and your comments are requested.

RECEIVED
JUN 11 1964
(Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 8, 1964

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project US-466(2), Sunset Highway to Beaverton South City Limits - Increase in Value Estimates

A recent review of appraisals being made for the Highway Department in the Beaverton area between Stations 160 and 197 indicates a continued rapid rise in land values. The files reviewed indicate increases in the review appraisals within the last six months as follows:

Parcel 32916 was raised from $54,000 to $60,140; Parcel 32915 was raised from $61,500 to $68,350; and Parcel 32917 was raised from $23,350 to $30,574.

Our letter of May 24, 1963, a copy of which is attached, brought this rapid rise of land values to your attention and suggested an early effort to complete all appraisals and initiate negotiations in order to avoid higher appraisals at a later date. We again urge that negotiations be initiated, and if not successful, condemnation actions be filed in order to avoid more increases in value with the resultant expense of State and Federal funds.

Your comments are requested as to what action can be initiated to bring negotiations to a conclusion in this area of high land values.

Enclosure

NOTED
LLOYD P. SHAW

RECEIVED
U.S. BUREAU OF PUBLIC ROADS
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Orig. & Copy + enc. to Wright - 6-9-64
cc Young 6-11-64

RECEIVED
MAY 6 - 1964
FOR FILING

-SU-466 (1)

May 6, 1964

Mrs. Lloyd N. Haugen
10890 S. W. 95th Avenue
Tigard, Oregon 97223

Dear Mrs. Haugen:

In your letter of April 29 you express the hope that the proposed Beaverton-Tigard Highway will sever S. W. 95th Avenue south of Oak Street.

It is with considerable pleasure that I am able to tell you our plans are to cut S. W. 95th and provide no connection to the new highway. All too frequently the requirements of any new arterial roadway seem to conflict with the opinions of those living nearby. This appears, at least in your case, to be the exception.

Plans for the new highway are not complete and it is best that you be aware that changes in design may be made before construction. No need to alter our plans at S. W. 95th has arisen to this date, and it is doubtful that any change in design will be necessary.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajv

cc Forrest Cooper
R. L. Porter

REFERRED TO
Sloan

10890 S. W. 95th Avenue,
Tigard, Oregon 97223
April 29, 1964

REFERRED TO
Sunset Coupe

OREGON STATE HIGHWAY COMMISSION,
Highway Building,
SALEM, OREGON

Gentlemen:

The proposed Expressway from Tigard to Sunset Highway, now surveyed and partially laid out, will cut across S. W. 95th Avenue not too far from 95th avenue junction with Oak Street. (Please see sketch attached).

Southwest 95th Avenue between Oak Street and Greenberg Road is roughly a half a mile, lined with homes occupied by families with small children, who, when going from one home to another of necessity must use the street because there are no sidewalks.

Motorists using Southwest 95th for a cut-through between Oak and Greenberg drive at speeds entirely incompatible with a residential area of this kind, and the impetus for such speed is the fact that 95th for this distance has no cross streets, - so AWAY WE GO.

This is my inquiry: Is the Highway Commission contemplating making a dead end street of 95th when the Expressway is put through and if not, is there any procedure which home owners might undertake to express their preference for a dead end street on 95th and let this be known to the Highway Department.

I have talked this over with many of my neighbors and have told them that I would write you for information. We would be acting as a group, - not a faction.

Very truly yours,
Mrs. Lloyd M. Haugen

H (MRS.) LLOYD M. HAUGEN

RECEIVED
MAY 4 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY - 4 1964
OREGON
STATE HIGHWAY COMMISSION

N

W.

E

S

Oak St

95th ends

4 homes

Proposed Expressway

Bridge

G. Rd Cont'd

Creek

Greenberg Road

S. W. 95th Ave.

Built-up

RECEIVED
APR 28 1964
FOR FILING
SU-4666 (4)
6650

April 27, 1964

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Nunn:

Attached is a suggested reply for the Governor's consideration to Mrs. D. F. Schisler, of Hillsboro.

This appears to be one of those instances where the contract seller had knowledge of the Highway Department's plans but probably he did not reveal this information to the contract purchaser. The contract purchaser has a rather small equity in the premises. The Highway Department is willing to give this party the same amount of money that he paid for the property which he purchased in January 1964. This should allow him to recuperate any equity that he has in the property.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
Victor D. Wolfe
W. T. Wright

RLP:ms FC:fn

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
April 27, 1964

Mrs. D. F. Schisler
Post Office Box 115
Hillsboro, Oregon

Dear Mrs. Schisler:

I have read with concern your letter of April 1 in which you present a problem your son is experiencing by reason of a portion of his property being required for highway right-of-way. The Highway Department was asked for information on the problem and I can report as follows:

The Highway Department is prepared to purchase the entire property for $6,750, which, I understand is a reasonable figure. This should permit your son to recover his equity in the property. An examination of the contract on this property indicates that the remaining balance can be paid off at any time without penalty; therefore, the State's offer to purchase should make it possible for your son to recover his equity in the property.

I regret that public improvement causes this inconvenience but traffic needs demand that your Highway Commission construct and maintain adequate facilities for our ever-increasing traffic loads.

FORM E-30 REV 8-62 47906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1964

SUBJECT: File No. 35388 - Wayer
Denny Road-Pacific West
Section
Beaverton-Tigard Highway
Washington County

To:
Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

I append hereto a suggested form of draft reply, for the Governor's consideration in response to the April 1, 1964 letter from Mrs. D. F. Schisler, P. O. Box 115, Hillsboro, Oregon.

A background report follows: Property to which this letter refers is identified by our right of way file No. 35388 - Wayer. In June, 1963, Mr. John Wayer was informed of our proposed right of way taking. In September, 1963, the property was conveyed to Mr. Wayer's parents. The right of way stakes were removed from the property and in January, 1964, Wayer senior sold to a young man named David A. Ivey, the son to whom Mrs. Schisler's letter refers. No mention was made of the right of way taking, which was known to the seller.

Recognizing that the sales price of $6,750 exceeded our appraised value but was not out of reason, our appraiser revised to that "before" figure. Our information indicates that Mr. Wayer is dealing rather brutally with this young man and refuses to permit a sufficient portion of the appraised value of the taking ($5,200) to go to the purchaser to enable him to move the house, which is partially within the taking, back to the remaining property. The remaining one-half acre is an excellent piece of property and will abut the reconstructed new street connection between 95th Avenue and Greenburg Road.

Due to this hard attitude on the part of the seller, I can see only one recourse by which the purchaser might recover the small equity which has accrued to him in the property. I have instructed our District Supervisor to offer to purchase the property in its entirety for the $6,750 figure. This will permit the purchaser to pay off his contract to the Wayer senior and to recover his $250 down payment and the three months of equity accrual at $50 per month. We will, of course, pay

NOTED
R. L. PORTER

the moving costs of the purchaser to enable him to move his personal effects to another property. I have no doubt as to our ability to sell the excess for a sum sufficient to make us whole.

L. I. LINDAS
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

WTW:SM
cc: L. I. Lindas
John Scott

RECEIVED
APR 12 1964
GOVERNOR'S OFFICE

Hervey

april 1- 64

Governor Mark Hatfield
Salem, Oregon-
They say when in doubt take it to you Gov. So-

Dear Sir;

A question I would like to ask you- and would like An ans. if at all possible- But don't want to start any trouble for Anyone- but just like to know-

In Tirard Av- my son bo't a house and acre of ground with $350 as a down payment and $83 each mo- Not knowing the state would come by and decide they want a corner of the house and the lower 1/2 acre- $6750- two bids- The offer around 5000 which has to be turned over to the people he bo't the house from- In turn he gets I don't know what- He is the one that has to move

APR 10 1964

the house if he wants it- the
expense of a plumber + all the
moving costs quite a bit
when a person does not have
it. Took a lot of scraping to
make the 250- down payment-
Now please tell me can the
state come along offer a
price, and he comes out
with a headache- He
is 21 yrs of age- just married
2 wks. done his 3 yr hitch
in the army. and then
has this dropped in his lap- I
realize this isn't the only people
that are hurt by this. But
I wonder what people are to
do - when they come out
with nothing to get another
place with-
Seems the Veiw Dept would
have to see that the house is moved

And put back in a livable state -
No one wants to stand in
the way of progress - Nor does
one want a home taken and
nothing to replace it -

I would like to know a bit
about this situation if at all
possible - One state hi way
representative says one thing another
comes along & says something
all to get his different -

Sincerely
Mrs A. J. Schisler
P.O. Box 115
Hillsboro, Oregon -

Perhaps you won't see this
but do hope so -

RECEIVED
APR 13 1964
FOR FILING

SU-466(4)
- 6650 -

April 9, 1964

Mr. Edward B. Lilly, Senior Planner
Washington County Planning Commission
27230 S. W. Tualatin Valley Highway
Hillsboro, Oregon

Dear Mr. Lilly:

Your letter of March 25 directed to A. E. Johnson, Division Engineer at Milwaukie, was forwarded to this office for reply.

The alignment of the Beaverton-Tigard Highway near its intersection with S. W. 72nd Avenue and S. W. Varns Street is shown on the preliminary map which is attached. You will note this is not a final map and both center line and right-of-way limits are "proposed".

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPShaw

Enclosure

cc Forrest Cooper
R. L. Porter
F. D. Morgan
A. E. Johnson

PRELIMINARY COPY
SUBJECT TO CHANGE

ITT-255

O. Clark
416-122

J. Gould
336-415
430-283

S. Jost
387-101

Proposed R/W Line

Proposed Location of Freeway

Proposed R/W Lines

S.W. VARNS STREET

S.W. 72nd AVE.

Scale 1"=100'

WASHINGTON COUNTY PLANNING COMMISSION
27280 S.W. TUALATIN VALLEY HIGHWAY • HILLSBORO, OREGON
CARL HEFFLEY - PLANNING DIRECTOR
MI 8-1111 EXT. 261

March 25, 1964

Oregon State Highway Department
9200 S.E. McLoughlin Boulvard
Milwaukie, Oregon

Dear Mr. Johnson:

The Washington County Planning Commission is not processing a proposed subdivision in the Tigard area (SE¼ Section 1T-2S R1W) until the Highway Department has studied the enclosed plat to determine whether there is any conflict with the right-of-way of the proposed Sunset to Tigard Freeway.

This office request that a reply from the State Highway Department relative to the alignment of the proposed freeway as it effects the property on the enclosed map.

Very truly yours,

WASHINGTON COUNTY PLANNING COMMISSION

Edward B Lilly

Edward B. Lilly
Senior Planner

cc: C. L. Mordock
13160 S.W. 72nd
Tigard, Oregon

Enclosure

EBL/srv

NOTED

RECEIVED
MAR 30 1964
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

NOTED
A. E. JOHNSON

RECEIVED
APR 8 1964
FOR FILING
SU-466(4)
1 6650

April 8, 1964

Mr. Leo G. Graham
Merchandising Manager
Forest Fiber Products Company
Post Office Box 68
Forest Grove, Oregon

Dear Mr. Graham:

Complying with your request of April 2, a print of the proposed alignment between the Sunset Highway and the Baldock Freeway is enclosed. The final design is not complete at this time and the alignment as shown is subject to change.

Very truly yours,

Forrest Cooper
State Highway Engineer

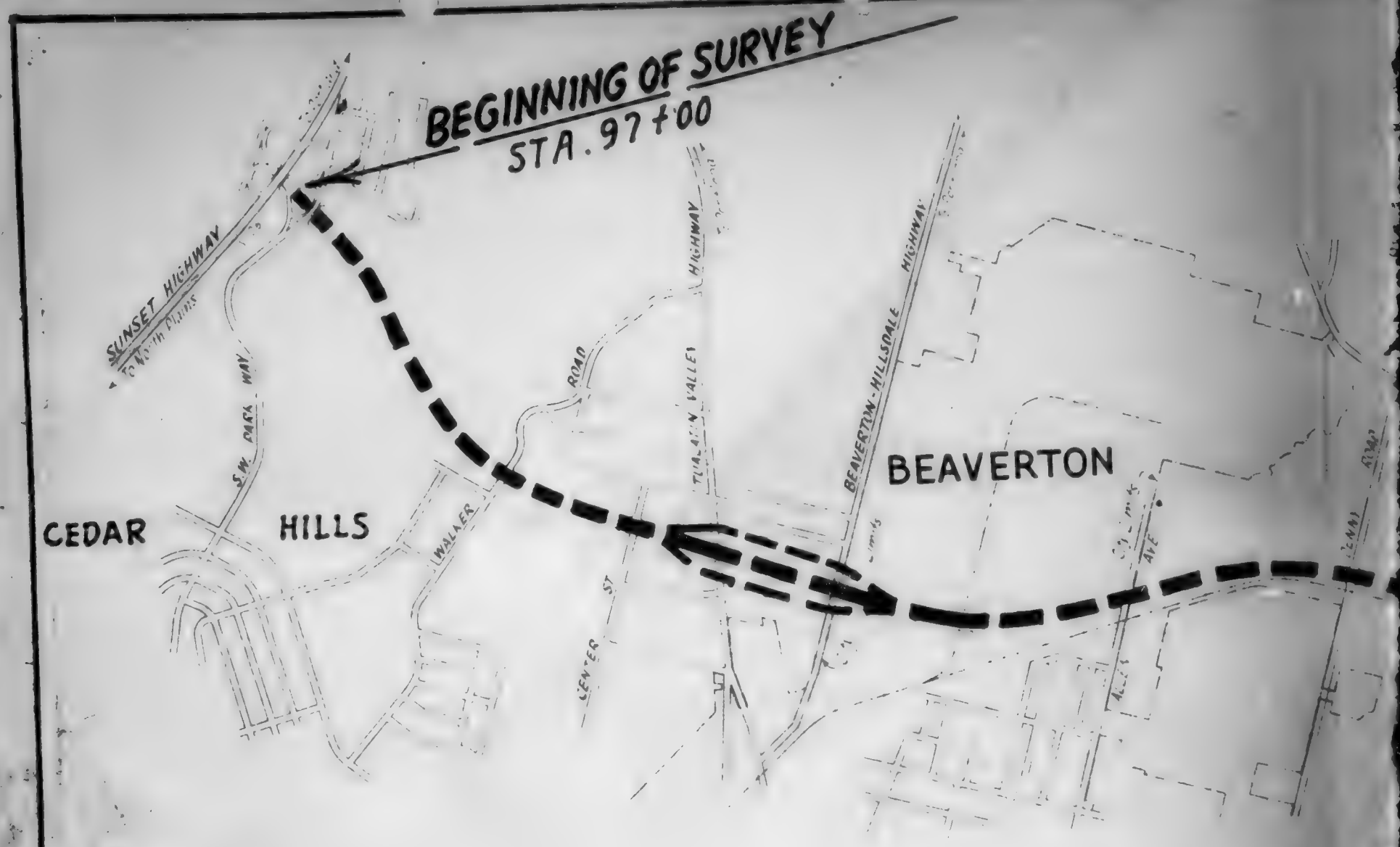
By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosure

cc Forrest Cooper
R. L. Porter
F. D. Morgan
A. R. Johnson

DEK:fp: ajw


BEGINNING OF SURVEY
STA. 97+00
SUNSET HIGHWAY
SW. CAPS WAY
ROAD
HIGHWAY
BEAVERTON-HILLSDALE HIGHWAY
BEAVERTON
CEDAR
HILLS
WALKER
AVE

7.18 Mi.

END OF SURVEY (R
STA. 476 + 17

PACIFIC
To Portland

Existing Highway

US 99 W

TIGARD

Progress

Relocated Highway

OREGON ST

SUNSET HIGHW

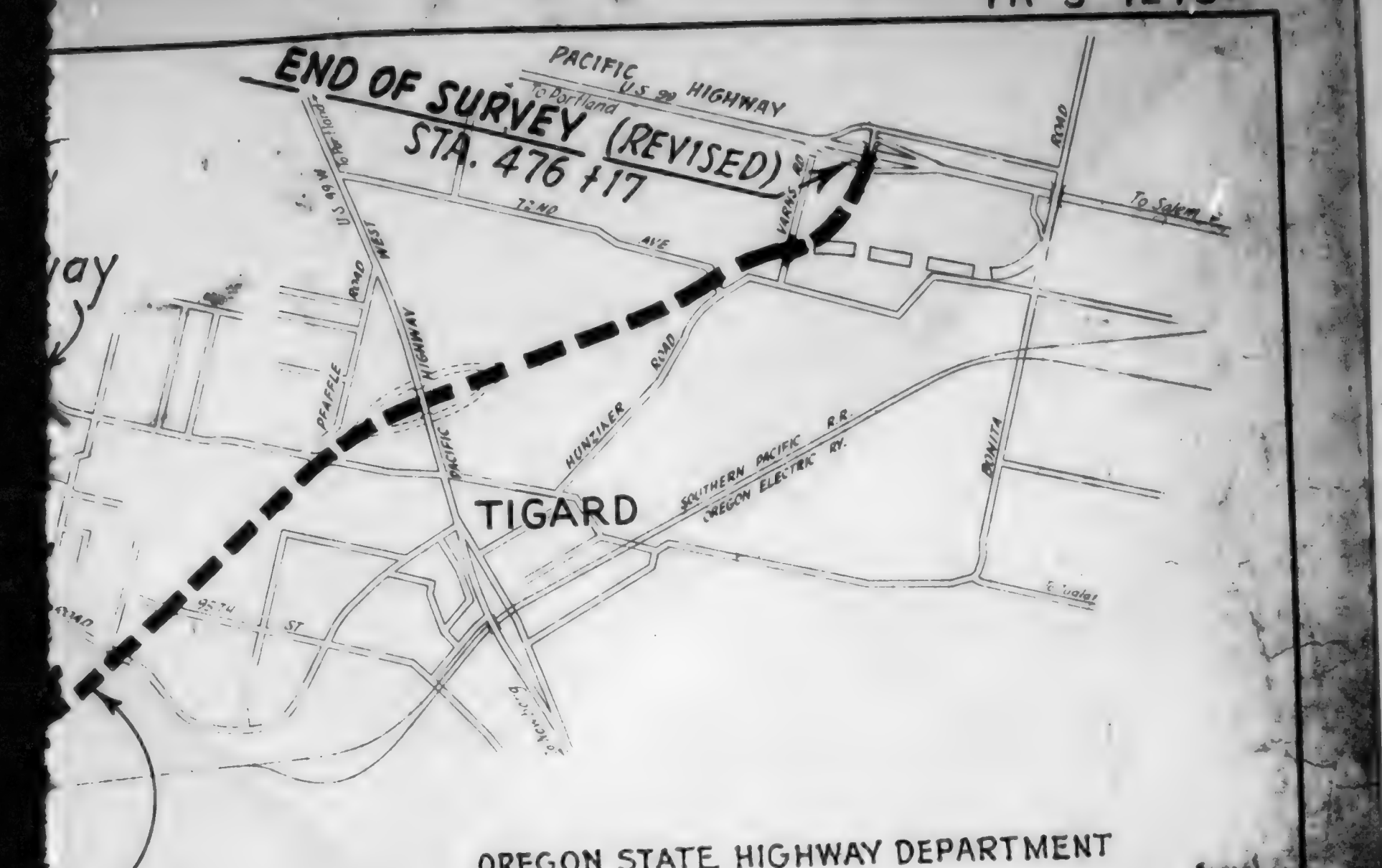
BEAVERT

WA

PRELIMINARY COPY
SUBJECT TO CHANGE

Scale: 1" = 200

IR-3-1273



OREGON STATE HIGHWAY DEPARTMENT

SUNSET HIGHWAY-PACIFIC HIGHWAY SECTION

BEAVERTON - TIGARD HIGHWAY

WASHINGTON COUNTY

Scale: 1" = 2000'

April 6, 1964

FOREST HARD BOARD

FOREST FIBER PRODUCTS COMPANY

MANUFACTURERS OF "WOOD IN ITS FINEST FORM"

POST OFFICE BOX 68, FOREST GROVE, OREGON TEL. ELGIN 7-2181 PORTLAND TEL. MITCHELL 4-9155

April 2, 1964

Oregon State Department of Highways

(Construction Dept.)

Salem, Oregon

Gentlemen:

The Milwaukie office informs me I can obtain a strip map of the Sunset-Baldock Freeway by writing your office. I would appreciate your sending this to me at this address. If there are charges, please let me know.

Thank you.

Cordially,

Leo G. Graham

Leo G. Graham
Merchandising Mgr.

LGG-ep

NOTED
G. C. WILLS

CONSTRUCTION DIVISION
RECEIVED
APR 3 1964
NOTED-- C4 AC2 AC2 CU2

R. SHAW

RECEIVED
APR 7 1964
FOR FILING

EU-4666 (4)
6650

April 6, 1964

Mr. Carl Neffley, Planning Director
Washington County Planning Commission
27280 S. W. Tualatin Valley Highway
Hillsboro, Oregon

Dear Mr. Neffley:

In response to your request of March 23 concerning our alignment and right-of-way requirements for the proposed Beaverton-Tigard Highway in the vicinity of Bernamire No. 3 subdivision, we offer the enclosed map.

Although this project is still in the design stage, we feel the center line is firmly established. The right of way, however, is subject to change.

We hope this map will provide the information you desire.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosure

cc Forrest Cooper
R.L. Porter
F. D. Morgan
A. E. Johnson

DLT:fp: ajw

WASHINGTON COUNTY PLANNING COMMISSION
27280 S.W. TUALATIN VALLEY HIGHWAY • HILLSBORO, OREGON
CARL HEFFLEY - PLANNING DIRECTOR
MI 8-1111 EXT. 261

March 23, 1964

REFERRED TO
Forest Cooper
BY SECRETARY

Oregon State Highway Department
9200 S.E. McLoughlin Boulvard
Milwaukie, Oregon

REFERRED TO
[illegible]

ATTN: Mr. Al Johnson

Dear Al:

The Washington County Planning Commission tabled the preliminary plan of the subdivision entitled Berkshire #3 until the Highway Department has studied the enclosed plat to determine whether there is any conflict with the right-of-way of the proposed Sunset to Tigard Freeway.

This matter will again be considered by the Planning Commission at its April 9 meeting and it would be appreciated if prior to that date this department could have a reply from the State Highway Department relative to the alignment of the proposed freeway as it effects the property on the enclosed plat.

Very truly yours,

WASHINGTON COUNTY PLANNING COMMISSION

Carl Heffley
Planning Director

cc: State Highway Department
Salem, Oregon

CH/sv

Enclosure

RECEIVED
MAR 25 1964
DIVISION ENGINEER
DIVISION NO. 1

CONSTRUCTION DIVISION

MAR 30

RECEIVED 10

Stoudenmeyer
By Construction Engineer

RECEIVED
MAR 24 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
E. E. STREAM

S.W. LYNNRIDGE ST

S.W. MAYFIELD AV

7

250

8

200

210

8

4

3

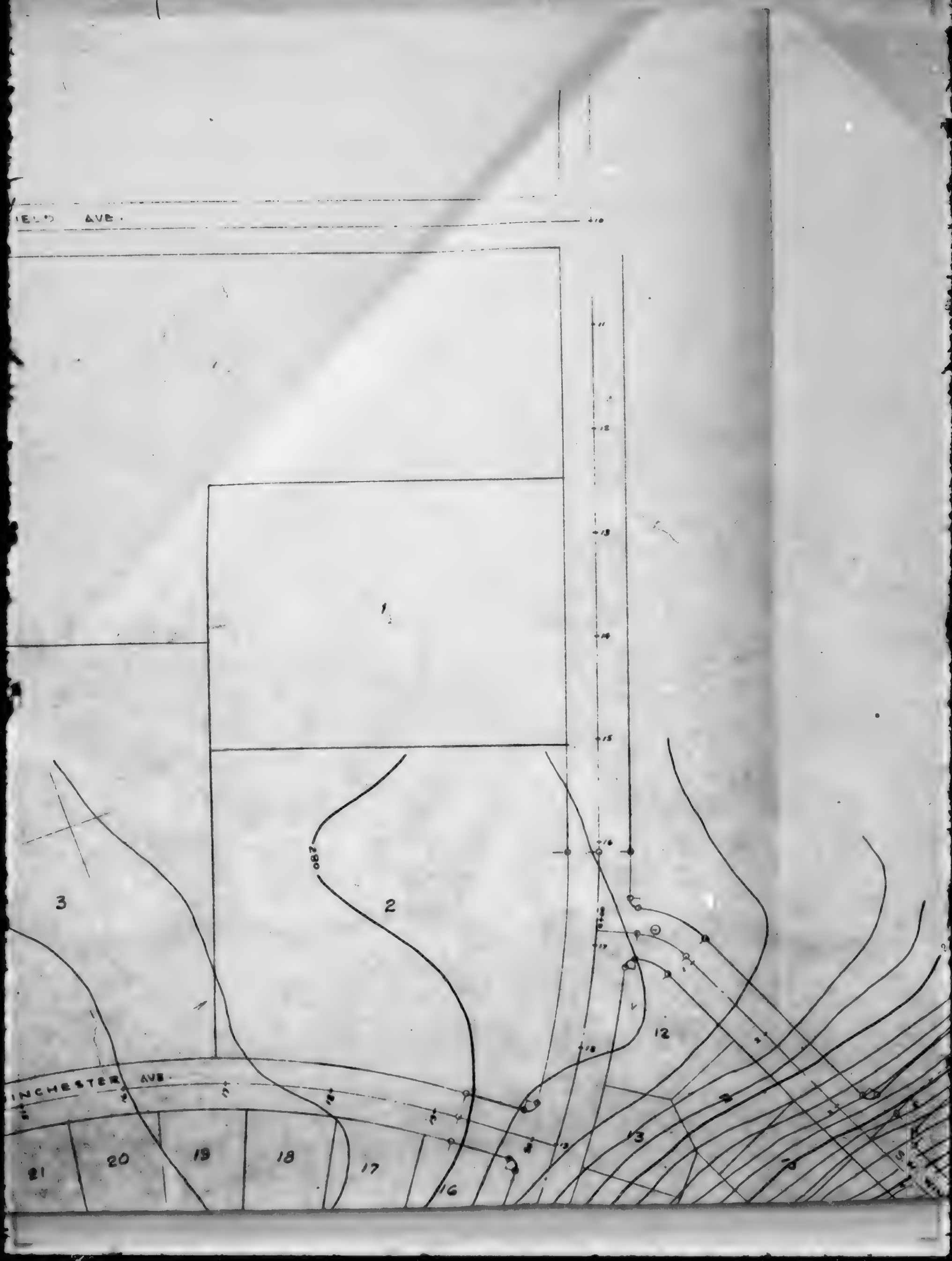
S.W. WINCHEST

6

5

22

21


AVE.
11
12
13
14
15
16
17
18
3
2
12
3
21
20
19
18
17
16
INCHESTER AVE.

S. W. PARKWOOD DRIVE
290
310
320
330
340

225 7

231 4

227 1

225 8

222 1

221 0

218 1

214 7

216 7

210 1

204 2

203 1

197 1

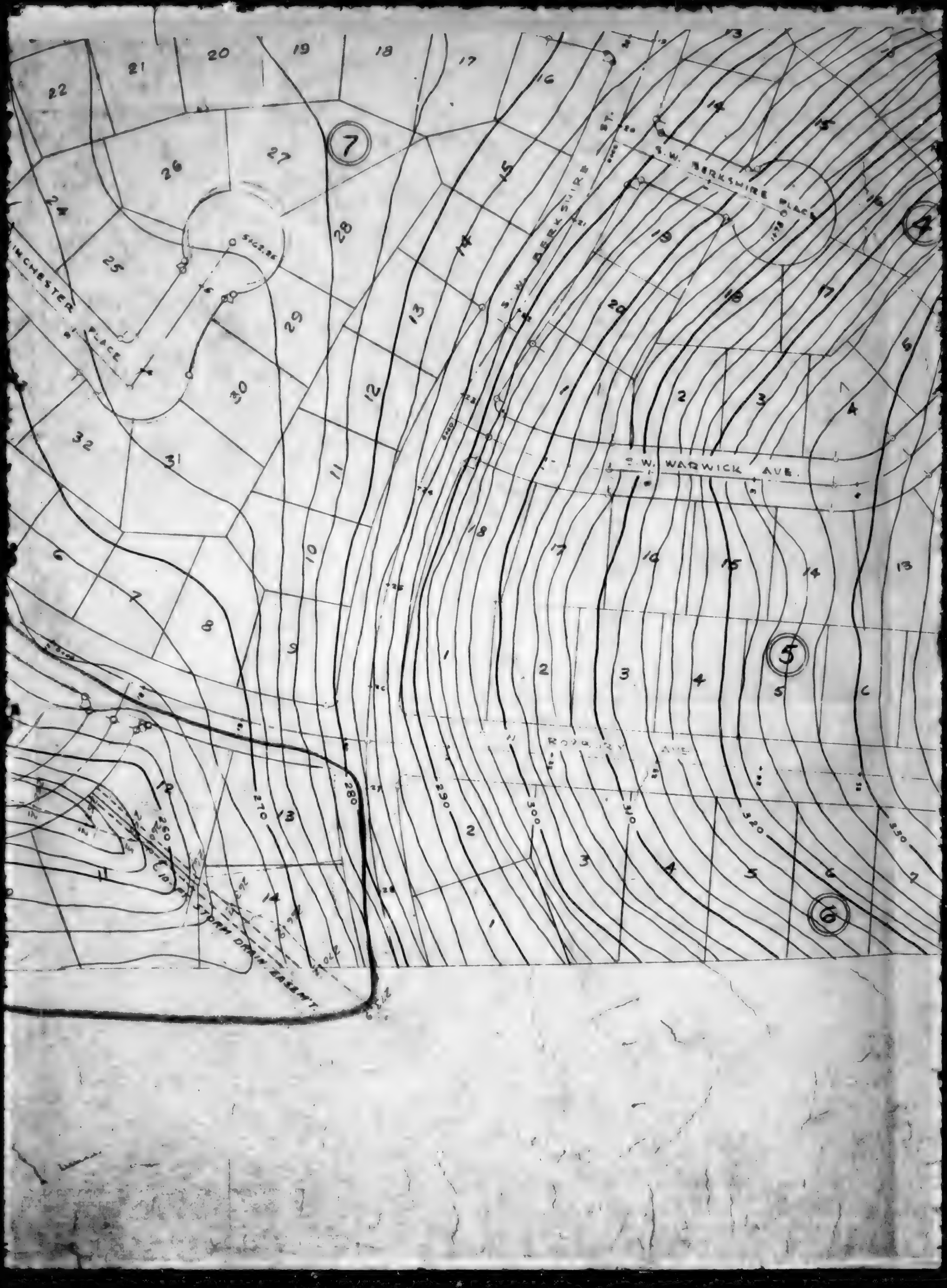
196 6

194 9

Culvert Inlet

196 9

S. W. WINCHESTER PLACE
S. W. ROXBURY COURT
STORM DRAIN EASEMENT
9
10
250
260
270
22
23
24
25
36
35
34
33
32
1
2
3
4
5
6
7
8
9
10
11
12


S.W. BERKSHIRE PLACE
S.W. BERKSHIRE ST.
S.W. WARWICK AVE.
INCHESTER PLACE
STORM DRAIN EASEMENT
7
4
5
6

S.W. WINTHROP AVE.

S.W. WAKEFIELD ST.

S.W. WEDGEWOOD ST.

330

340

350

360

370

JOHN W. LANE & ASSOCIATES
10154 S.W. Park Way
Portland 25, Oregon

111,106

RECEIVED
APR 2 1964
FOR FILING
SW-4166(4)
66ED

April 1, 1964

Mr. Robert H. Guthrie
Mr. "Bill" Snyder, Realtors
4720 S. W. Scholls Ferry Road
Portland, Oregon 97201

Re: Beaverton-Tigard Relocation
Washington County

Dear Mr. Guthrie:

As requested by your recent letter, enclosed is a small sketch on which is shown the general routing of the subject section of highway. This sketch is stamped "Preliminary Copy, Subject to Change" and should be so considered.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosure

cc Forrest Cooper
R. L. Porter
F. D. Morgan

DNS:fp: ajw

MEMBERS NATIONAL ASSOCIATION REAL ESTATE BOARDS

WM. "BILL" SNYDER • REALTORS

MAIN BUSINESS OFFICE: 11865 S. W. CANYON ROAD • BEAVERTON, OREGON • Mitchell 4-1149

BUSINESS OPPORTUNITIES...COMMERCIAL • INDUSTRIAL

4
WEST SIDE
REAL ESTATE OFFICES

HOMES
FARMS • ACREAGE
"Showcase of Homes"

•

BEAVERTON OFFICE
11865 S. W. CANYON ROAD
BEAVERTON, OREGON
Mitchell 4-1149

•

RALEIGH HILLS OFFICE
4720 S. W. SCHOLLS FERRY RD.
PORTLAND 1, OREGON
CYpress 2-3541

•

TIGARD OFFICE
14050 S. W. PACIFIC HWY.
PORTLAND 23, OREGON
MErcury 9-2500

•

HILLSBORO OFFICE
25525 TUALATIN VALLEY HWY.
HILLSBORO, OREGON
Midway 8-2755

RETURNED TO
Shaw

Dear Sir:

Please send us a rough copy of, or a map of, the currently planned route for the proposed freeway to run between Beaverton and Tigard.

Thank you for your prompt attention.

Sincerely yours, Robert H. Guthrie

CONSTRUCTION DIVISION
RECEIVED
MAR 30 1964
ACE ACE

RECEIVED
Stoudemeyer
By Construction Engineer

RECEIVED
MAR 25 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 25 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 13 1964
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Sunset Hwy. (1)
6050

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 12, 1964

Mr. Donald M. Drake Co.
1600 N. W. Savier St.
Portland 9, Oregon

ATTENTION: Mr. Donald G. Drake

Re: File No. R-32849
Sunset Hwy.-Baldock Fwy. Sec.
Beaverton-Tigard Highway

Dear Sir:

Reference is made to your letter of February 26, 1964 in which you list several proposals you would like considered before you conclude negotiations on two parcels of right of way required by this department.

We offer the following comments concerning your proposals:

1. It is our plan to provide room for the proposed extension of 5th Street by the City of Beaverton. This would be accomplished by lengthening our structure over the railroad track for the street extension as shown on your drawing number two.

2. The frontage roads as proposed in paragraphs two and three could not be built within the highway right of way as shown on drawing three. There would not be enough room on our right of way. These frontage roads cannot be connected to our interchange ramps. Since they are not part of our highway system, they cannot be built with highway funds. These frontage roads would have to be connected directly to Beaverton-Hillsdale Highway beyond the limits of our access control.

3. Any left hand cartridge lane, as mentioned in paragraph four, to permit traffic to turn onto the proposed frontage road would be the concern and obligation of the city.

4. The left hand movements requested in paragraph five and six are planned in our proposed interchange.

5. We would not advise the use of signal controlled crossings, as mentioned in paragraph seven, for private accesses. We would suggest left hand turning lanes and we feel that any expense for this improvement should not be borne by this department.

6. The off and on ramps and overcrossing structures at Allen Ave. and Donny Road, mentioned in paragraph eight, are part of our planning for future construction when traffic warrants it.

We appreciate your interest in working out access problems to your proposed commercial development. We hope the above comments will answer your questions.

Very truly yours,

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

DT:za

cc: L. P. Shaw ~~L. P. Shaw~~ With attach
L. I. Lindas
W. T. Wright
Geng R. Stevenson
A. E. Johnson

RECEIVED
MAR 12 1964
OFFICE OF
STATE HIGHWAY ENGINEER

DONALD M. DRAKE COMPANY
GENERAL CONTRACTORS

1600 N.W. SAVIER ST. PHONE CAPITOL 6-3991
PORTLAND 9, OREGON

February 26, 1964

RE: [illegible] 2/27/64
T: [illegible]
FO: [illegible]
LEONARD I. LINDAS

RECEIVED
FEB 27 1964
RIGHT OF WAY

State Highway Department
State of Oregon
Salem, Oregon 97310

Attention: Mr. Leonard I. Lindas, Chief Counsel

NOTED
D. H. MOERING

Gentlemen:

Subject: File No. R-32849 - Sunset Highway-Pacific Highway
Section - Beaverton-Tigard Highway

Reference is made to your letter of February 10, 1964, concerning two parcels of property you are interested in obtaining from us for right-of-way purposes for the above-mentioned section of highway.

In early July, 1963, when we were first contacted by your Right-of-Way Agent, Mr. Gene R. Stevenson, concerning these two parcels of land, we explained to Mr. Stevenson that if possible, we would like to defer action on the sale of our property to the State until we had completed preliminary plans for the development of our entire holdings in the Beaverton area. We further explained to Mr. Stevenson that we did not want to proceed too far with our planning until we had acquired several adjoining parcels of land. We completed our major additional land acquisition towards the end of last year. Since that time, we have concentrated on preliminary planning for a prime commercial area.

Since the development of our site for prime commercial purposes has been our goal for a number of years, we are extremely interested in knowing that not only our site, but the immediate surrounding area will have excellent ingress and egress to the new expressway. Further, that we will have suitable ingress and egress to our site from the Beaverton-Hillsdale Highway and that all access will have been properly coordinated with your requirements, our requirements, and those of the Valley West Shopping Center. We also advised Mr. Stevenson that it was our desire to work out the needs and requirements with all parties involved prior to the time that we concluded negotiations with the State for the sale of portions of our property that will be required for the new expressway.

While our planning studies to date are only preliminary in nature, we have been able during the past few weeks to determine pretty well the items that need to be worked out to the mutual satisfaction of all parties concerned. These items are set forth below for your review:

1. Provide the City of Beaverton with suitable right-of-way for their proposed extension of 5th Street from Railroad Avenue on the west to Western Avenue on the east. In addition to providing the right-of-way, provision must also be made for a suitable undercrossing structure for the extension of 5th Street. The enclosed Drawings No. 2 and 3 show the proposed extension of 5th Street colored in red.

2. Provide a southbound frontage road on the west side of the new expressway between the Beaverton-Hillsdale Highway and the new extension of 5th Street as shown in green on the attached Drawings No. 2 & 3.

3. Provide a northbound frontage road on the east side of the new expressway connecting the new extension of 5th Street and the Beaverton-Hillsdale Highway as shown in blue on the attached Drawings No. 2 & 3.

4. Provide dividers for a left-hand cartridge lane that will permit eastbound traffic on the new extension of 5th Street to turn left on the northbound frontage road between 5th Street and the Beaverton-Hillsdale Highway.

5. Provide a suitable left-hand cartridge lane permitting eastbound traffic on the Beaverton-Hillsdale Highway to turn left onto the northbound frontage road connecting the Beaverton-Hillsdale Highway and Canyon Road.

6. Provide a suitable left-hand cartridge lane permitting westbound traffic on the Beaverton-Hillsdale Highway to turn left on the southbound ramp to the expressway.

7. Provide two signal controlled crossings on the Beaverton-Hillsdale Highway that will connect our property and the Valley West Shopping Center property. Both crossings should have the necessary cartridge lanes to permit both left and right turns to both the north and south side of the Beaverton-Hillsdale Highway.

8. Provide suitable on and off ramps in both directions at both Allen Avenue and Denny Road. Also provide, when the traffic count warrants, suitable expressway grade overcrossing structures for Allen Avenue and Denny Road.

We would appreciate it if you would direct a copy of our letter to the person in the State Highway Department responsible for working out the access for our site with the request that we be contacted to discuss these items further. Just as soon as we have had an opportunity to work out the access to our site to the mutual satisfaction of all parties concerned, we will be in a position to reach agreement with you on the sale of the two parcels of our property which you wish to acquire.

Since we understand it will be several years before construction is started in the area of our property, we trust our request will not be an inconvenience to the State of Oregon.

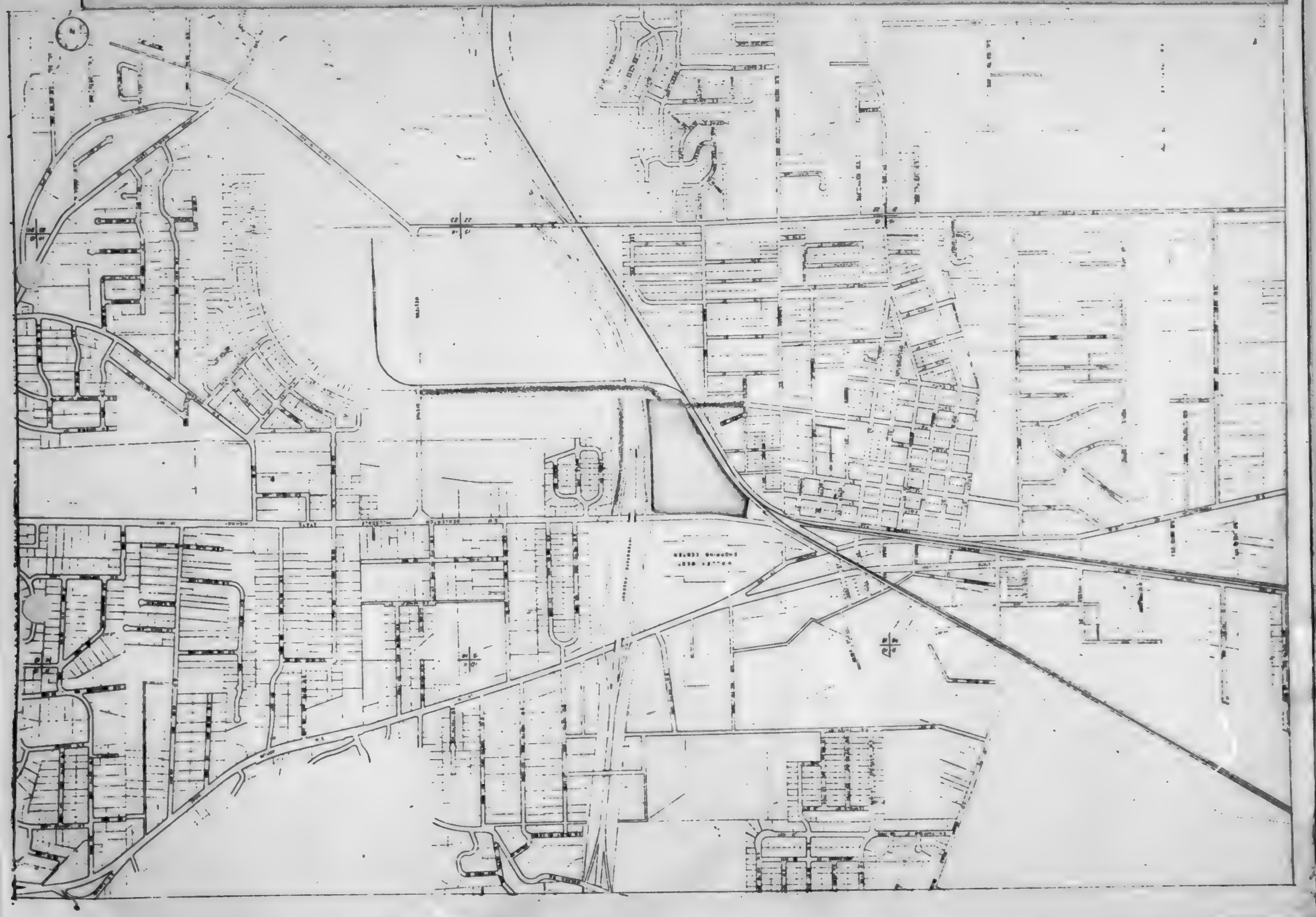
Very truly yours,

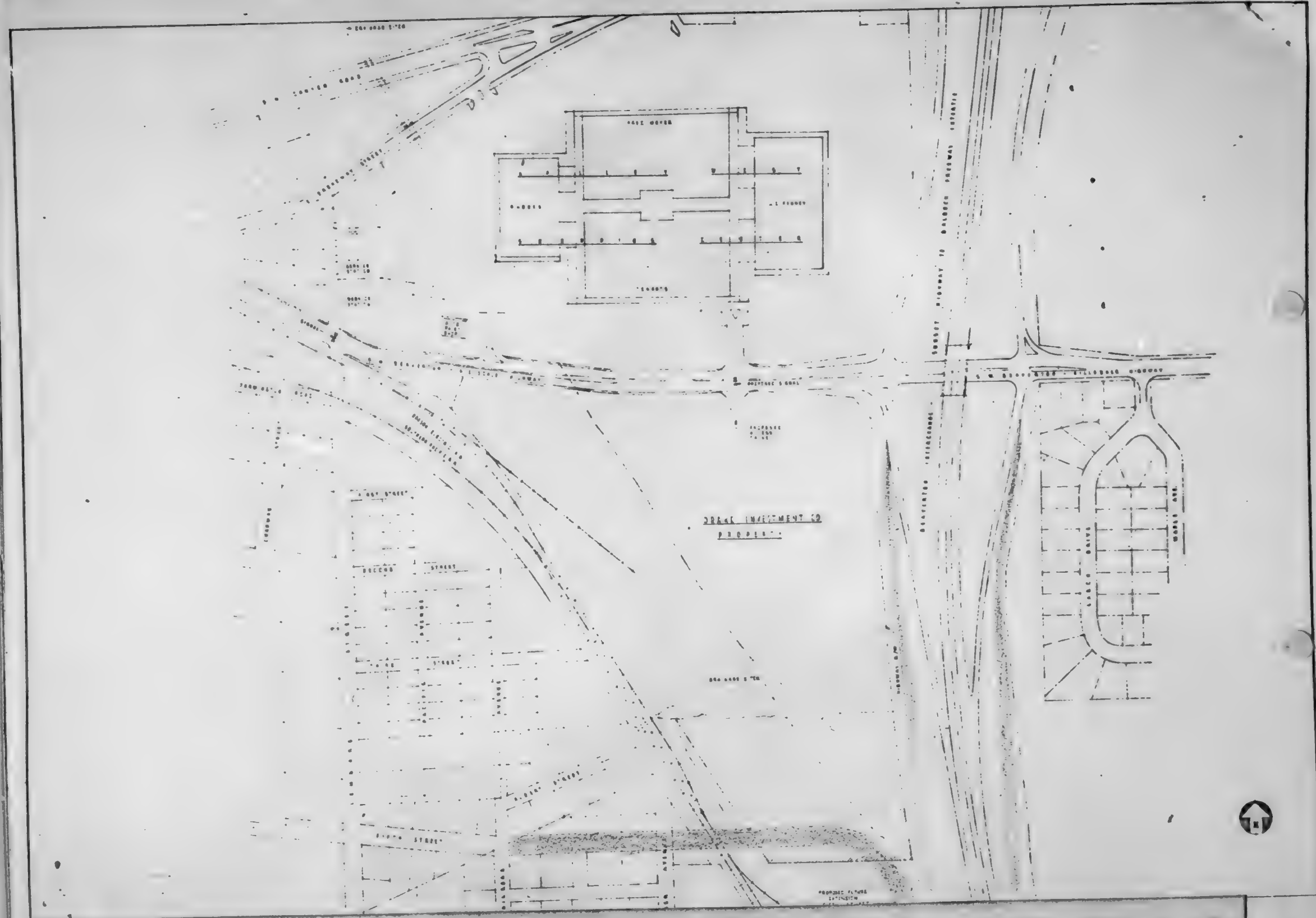
DONALD M. DRAKE COMPANY

Donald G. Drake

Donald G. Drake
Vice-President

DGD/wfm
encls.
cc: Mr. Gene R. Stevenson
State Highway Dept.
Portland, Oregon





DRAKE INVESTMENT CO PROPERTY

DRAKE INVESTMENT COMPANY PROPERTY SITE PLAN

RECEIVED
MAR 4 - 1964
COMMISSIONERS
FOR FILING

GL[illegible] JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID S. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

54-466(4)
(4.5.0

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 27, 1964

Stevens and Thompson, Inc.
Consulting Engineers
5505 S. E. Milwaukie Avenue
P. O. Box 4771
Portland, Oregon 97202

Attention: Mr. J. Wayne Daigle

Gentlemen:

In answer to your letter of February 21, 1964 regarding drainage in the vicinity of Station 147+50 on the Beaverton-Tigard Highway, a sketch map has been prepared to show what is proposed at this time. You will note that a pipe would be installed under the main line during our initial construction and in the future would be extended to go under the interchange legs.

It should be pointed out that the design for this project is still under study and the exact location of this pipe is subject to change. At this time it has not been determined when the plans would be completed or when construction would start.

NOTED
LLOYD P. SHAW

Very truly yours,

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

NOTED
LLOYD P. SHAW

Enc.
DLT:fp
cc Lloyd Shaw
A. E. Johnson

RECEIVED
MAR 3 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 28 1964
OFFICE OF
STATE HIGHWAY ENGINEER

R. LOREN THOMPSON, P.E.
MARVIN W. RUNYAN, P.E.
RONALD E. RIES, P.E.
ERVIN L. SOOT, P.E.
GORDON E. TRAPP, A. I. A.
JAMES R. BOYDSTON, P.E.
JAMES A. GROM, P.E.
GILBERT R. MEIGS, P.E.
WILFRED B. AMBLE, P.E.

STEVENS & THOMPSON, INC. *Consulting Engineers*

INVESTIGATIONS • REPORTS • DESIGN AND SUPERVISION OF CONSTRUCTION

PORTLAND, OREGON
SEATTLE, WASHINGTON

63-P-210 D-02

February 21, 1964

REPLY TO: 5505 S. E. MILWAUKIE AVE.
POST OFFICE BOX 4771
PORTLAND, OREGON, 97208
PHONE - (503) 234-0721

Oregon State Highway Department
Construction Office
Salem, Oregon

Attn: Mr. Ed Pease
Construction Office Engineer

Re: Beaverton Tigard Highway, Denny Road-Sunset Highway Section

Dear Mr. Pease:

The firm of Stevens & Thompson, Inc. are the consulting engineers for the West Slope Sanitary District. We have prepared a preliminary design for a trunk sewer to cross the Beaverton-Tigard Highway at approximately highway station 148 +15 as shown on our accompanying preliminary plan.

It is our understanding that a 48-inch culvert will cross the highway at approximately station 147 +50. We would like to have a print of a typical section of your drainage facility showing location and elevations. Our datum is the same as the highway department.

Please let us know the status of this drainage facility as soon as possible.

Very truly yours,

STEVENS & THOMPSON, INC.

By J. Wayne Daigle
J. Wayne Daigle
Project Engineer

lwd/es
enclosure

Trout

CONSTRUCTION DIVISION
FEB 2 1964
NOTED CE ACE ACE COE

NOTED
LLOYD P. SHAW

RECEIVED
DEC 9 - 1963
FOR FILING

SU 1466 (1)
6660

December 9, 1963

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Nunn:

Attached is a suggested reply to Mr. Ralph F. Coryea for Governor Hatfield's consideration.

This is a right-of-way transaction that involved two parcels of property, one of which has a clear title, but the other is encumbered by three road easements. In Mr. Coryea's agreement with the Department, it was stipulated that for a certain sum of money he would furnish a clear title. This Mr. Coryea has not been able to do and it seems he does not wish to exert any great effort to solve the problem.

The Highway Department is doing all it can and, I believe, eventually will settle the matter; however, until title is cleared, we have no choice but to withhold the $1,348 which represents the value of the second parcel.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc R. L. Porter
Victor D. Wolfe
L. I. Lindas

RLP:ms bbc

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
December 9, 1963

Mr. Ralph F. Coryea
3135 S. W. Grace Lane
Portland 25, Oregon

Dear Mr. Coryea:

This will acknowledge your recent letter concerning a right-of-way transcation with the State Highway Department and the difficulty that has arisen in closing the matter.

Investigation reveals that your agreement with the Highway Department covered two separate parcels of property, one of which is situated north of Allen Avenue, to which the title is clear and for which you have been compensated the sum of $15,502.

The other parcel, south of Allen Avenue, seems to be encumbered by easements held by other parties. Inasmuch as the agreement between you and the Highway Department called for a clear title, the Department cannot properly make compensation until all encumbrances are cleared. I am informed that the Highway Department is working on the matter and that you were advised as recently as December 3 of the progress. It appears that everything is being done that can be done and that just as soon as a clear title can be obtained, the Highway Department will pay you the $1,348 under terms of the agreement.

cc R. L. Porter
Victor D. Wolfe
L. I. Lindas

RLP:ms bbc

FORM E-30 EOM 8-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 6, 1963
Salem, Oregon

SUBJECT: R-32858
Sunset Highway-Denny Road Section
Beaverton-Tigard Highway

To: R. L. Porter
Deputy State Highway Engineer
B u i l d i n g

You have asked that I review this matter and write a suggested reply for the Governor's signature concerning the complaint made by Mr. Ralph Coryea that we had not made full payment for the property we acquired from him for the above highway. The letter should go something like this.

"Dear Mr. Coryea:

In response to your complaint relative to the failure of the Highway Department to make payment to you for two parcels of land being acquired from you for highway purposes, permit me to say that I have investigated the matter and find the following facts.

An agreement had been made with you and your wife which required you to convey to the State Highway Commission two parcels of land for a total consideration of $16,850.00, the title to be free and clear of all liens and encumbrances.

I am informed that one parcel of property that lies north of Allen Avenue was without encumbrances and the State has already disbursed to you for this land and buildings the sum of $15,502.00.

The parcel south of Allen Avenue is a small part of a 25-foot roadway owned by you, but over which you have conveyed easements to three owners who acquired land from you, and they use this roadway as their only means of access. I am informed that before title to this property can be cleared agreements must be obtained from these three owners acquiescing in the connection of this roadway with relocated Allen Avenue. It is my

understanding that all three of these people are your neighbors living across the street from you.

I am further informed that you seem unwilling to assist the Highway Department in clearing these encumbrances, and the task has now been undertaken by the Right of Way Supervisor in the Portland office. I am also informed that he has kept you advised of his efforts, and as late as December 3, 1963, he reported to you all of his efforts in this regard, relating information to you that he has a signed agreement from one, and another has agreed to sign a release upon advice of an attorney. Apparently the third party involved is not yet available.

My investigation also shows that the State Highway Department has far exceeded its normal efforts in assisting a seller in clearing his title. The amount of money being withheld is $1,348.00 out of the total agreed price of $16,850.00, which amount will be forwarded to you as soon as title to the encumbrances against the property that you agreed to convey to the Department, free and clear of all encumbrances, is cleared.

If my information is correct, it would appear, therefore, that the Highway Department has expended every effort in assisting you in this matter, and will forward to you the remaining sum as soon as the Department is able to complete the releases for the encumbrances on the property involved."

The above suggested form of letter, I believe, should be all that is necessary for the Governor to close this matter.

L. I. LINDAS
Chief Counsel

LIL:jm

File No 32858

Gov Mark Hatfield

Highway

3135 S.W. Grace Ln.
Portland Ore

Dear Sir —

I am writing to try and find who is holding up payment on my property the State of Oregon Highway dept took over.

The signed so called option is dated June 20 1963. you recieved Warranty deed July 30 1963. was out and released Aug. 19 1963 and was entitled to full payment then and the letter stated about 4 week which would be from July 30. 1963. I received check on Sep. 9. 1963 for the amount of 15,484.40 leaving $1,348.00 which amount I need

NOV 27 1963

you claim you have not
got a clear title so I
called the title company
and they said you did
and the deed was recorded
but they said there were
some easements on 9 ofet
of roadway that you
might say were against it
This is nothing against
the property and there is
nothing to be done about
it by me. I have talked
to these people and
they claim they wont
sign a deed to it.
I talked to 2 of them
yesterday and they say
they havnt been contacted
for 2 moo.
Now I need this money
as I have nothing coming
in except a little interest
and I dont get any

on this money.

I have no Social Security or pension.

I receive a disabled W.W.1 Veterans exemption of $7,500 true cash value.

I take this up with the legal dept and everybody tries to pass the buck to some one else. the legal dept says the Secty. of State won't sign the warrant

If you know anybody who really knows kindly let me know

Yours Truly
Ralph F. Coupea
3135 S.W. Grace Ln.
Portland 25
Ore

Prop is at
11125 SW Allen Ave
Beaverton Ore

RECEIVED
DEC 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 14 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

(4)

November 7, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.7

Oregon Project S-466(1)
Denny Road-Pacific West Section
Parcel 35144

Right-of-Way Engineer W. T. Wright's letter of November 6, 1963 requests our participation in the costs of securing a third appraisal on Parcel 35144. Oregon's Secondary Road Plan obviates the necessity to secure our advanced approval in this case. However, we believe it would be best to secure a third appraisal due to the wide appraisal differences.

NOTED
LLOYD P. SHAW

Orig to Wright
11-8-63

cpy to Young
11-14-63

RECEIVED
NOV 7 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. ROBERTS, VICE CHAIRMAN
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Coat
F&W
Beaverton-Tigard

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
L. A. Holt

November 6, 1963

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

File No. 35144-Miller
Denny Road - Pacific West
Section
Beaverton - Tigard Highway
Washington County

Dear Sir:

The two appraisals procured to date on this file are so disparate that an additional staff appraisal seems warranted. Mr. Novards reported a value of $22,250, and Mr. Gainer found $9,950. The reviewer found for Gainer, who conceives access to the remainder as something more than conjectural.

We believe the State should fortify this position, if possible, and obtain additional valuation testimony, since negotiations with the owner to date indicate that trial of the case is highly probable. Your participation in the cost thereof is requested.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:LAH:mk

cc: R. L. Porter
L. H. Young
L. I. Lindas

NOTED
R. L. PORTER

RECEIVED
NOV 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 14 1963
FOR FILING

Su 4:6 (4)
6650

477 Cottage Street, N.E.
Salem, Oregon - 97301

November 7, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.7 Salem, Oregon

Oregon Project US 466(2)
Sunset Highway - Beaverton S. City Limits Section
Right-of-Way

Returned herewith are the approved right-of-way plans for the subject project. This office has previously authorized the acquisition of individual parcels of rights-of-way. Effective November 6, 1963 we are authorizing the balance of acquisition of all right-of-way between Stations 125+00 and 224+81.15, not previously authorized. This authorization includes relocation payments. Right-of-way acquisition not authorized includes the Sunset Interchange area from Station 94+53.80 to Station 125+00, and two parcels at the Walker Road Interchange shown on the plans as the P. R. Chichester parcel and the E. H. Halton parcel. At such time as the Sunset Interchange design is complete we can authorize acquisition of the balance of the right-of-way upon submission of a request and maps which indicate the approximate areas or limits of right-of-way to be acquired and such submission is acceptable.

The project agreement covering right-of-way to be acquired from Station 125+00 to Station 224+81.15 will be forwarded for your approval under separate cover. Right-of-way retained in program status is $275,000.00.

Attachment

original to Young with attach.
11-14-63

NOTED
LLOYD P. SHAW

RECEIVED
NOV 1 1963
FOR FILING

COMMISSIONERS
CLARENCE L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

54-4666 (4)

6650

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 29, 1963

Mr. Albert T. Pearson
6630 S. W. Varnes Street
Tigard, Oregon

RE: Tigard-Baldock Freeway
Beaverton-Tigard Highway
Washington County

Dear Mr. Pearson:

Reference is made to your request for information as to the status of the portion of the proposed Beaverton-Tigard Highway near the intersection of Varnes Street and the Baldock Freeway, particularly how and when it might affect your property.

This project has been held in a state of suspense for some little time, awaiting the outcome of the discussions on routing of another freeway, Interstate 205, which was originally to pass through the vicinity of Lake Oswego. One of the alternate lines proposed through the Oswego area would connect with the Beaverton-Tigard Highway and the Baldock Freeway just south of Varnes Street and would require a revised interchange.

Until a final decision on the routing of I-205 is made, there is always the possibility of such a connection being required at this point. We hope that this will be resolved in the new few months so that we may finalize our plans, one way or another, and start the right of way negotiations.

In the meantime, we can be of little assistance to you except to advise you that it would appear that our original plans would require a small amount of right of way along the Baldock Freeway for the off-ramp but would not come close to the house and shed as they existed at the time of survey. No attempt has been made to revise the interchange to allow for a freeway to the east.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

NOTED
LLOYD P. SHAW

ADO:jp:fp

cc Lloyd Shaw

RECEIVED
OCT 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

6630 SW Varnes St.
Tigard 23, Oregon
October 18, 1963

Mr. J. E. Morelock
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Morelock:

We would appreciate information pertaining to the Sunset - Salem Freeway interchange and whether or not it will affect our property in any way, and if so, when?

We live on the corner of Varnes Street and the Salem Freeway. We were told last May that there might be information on the project available this fall. The State surveyed through our place about two years ago, and we would like to know where we stand.

Any information you can offer us at this time will be appreciated.

Sincerely yours,

A. T. Pearson

Albert T. Pearson

ATP:jp

CONSTRUCTION DIVISION
RECEIVED
OCT 21 1963
CE ACE ACE COE

NOTED
J. E. MORELOCK

RECEIVED
DEC 27 1963
FOR FILING

PROGRAM	
VII	6-660
VIII	

October 16, 1963

BEAVERTON-TIGARD HIGHWAY
PROGRAMMED WITH HIGHWAY COMMISSION

	R/W	CONST.	TOTAL
URBAN			
	200,000	- - - -	200,000
	1,000,000	- - - -	1,000,000
	1,200,000	- - - -	1,200,000
SECONDARY			
IV	15,000	180,000	195,000
V	45,000	460,000	505,000
Washington Co. FAS-C	- - - - -	350,000	350,000
VI	495,000	- - - - -	495,000
VII	70,000	710,000	780,000
VIII	505,000	- - - - -	505,000
	1,130,000	1,700,000	2,830,000
The Urban R/W Estimate is	3,365,000		
The Urban Const. Estimate is		3,500,000	6,865,000
	3,365,000	3,500,000	6,865,000
Federal-aid Funds are obligated	2,000,000	- - - - -	2,000,000
To be obligated	1,365,000	3,500,000	4,865,000
The Secondary R/W Estimate is	1,700,000		
The Secondary Const. estimate is		4,000,000	~~4,700,000~~
	1,700,000	4,000,000	5,700,000
Federal-aid funds are obligated	500,000	- - - - -	500,000
	1,200,000	4,000,000	5,200,000

At the time Mr. Porter and I were working on Program IX, it was Mr. Porter's intention to cut the previous programs from this project and reprogram enough to complete over the Federal-aid funds already allocated. At that time we were going to program:

Urban	600,000	3,200,000	3,800,000
Secondary	800,000	3,500,000	4,300,000
	1,400,000	6,700,000	8,100,000

Now on the basis of an increase in the estimate for the R/W for the Sunset Highway Interchange, a new estimate for Rural R/W and a safety factor on construction to allow for proposed 6:1 rock slopes, a similar program would show:

Urban	1,400,000	3,500,000	4,900,000
Secondary	1,200,000	4,000,000	5,200,000
Total to Program	2,600,000	7,500,000	10,100,000

NOTED
FORREST COOPER

John R. Oaks

Salem, Oregon
October 10, 1963

Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Status Report
Sunset Highway-Baldock Freeway
Beaverton-Tigard Highway
Washington County

As per your request of October 9, 1963, I have prepared the following status report on the subject project:

Interchanges to be constructed initially are Cedar Hills, Beaverton, Tigard and Baldock. Future interchanges are planned for Walker Road, Allen Avenue, Denny Road, Highway 217 and Greenburg Road. A grade separation is planned for Schools Ferry Highway and S. W. 72nd Avenue. The above interchanges have all been approved except Cedar Hills. Right of way required for future interchanges is being acquired with that necessary for initial construction except where it was felt that the necessary property would not increase in value by new development between initial and future construction.

Plans and estimate are approximately 90% complete from Beaverton to Tigard. We have acquired approximately 55% of the right of way in this area. Approximately 25% of the right of way necessary from the Sunset Highway to Beaverton has been acquired, but none has been acquired from Tigard to the Baldock Freeway.

Sufficient field data is available in Rural Design to complete plans and estimate from Sunset Highway to Beaverton and from Tigard to the Baldock Freeway.

It is anticipated that if Interstate Route 205 connects to the Baldock Interchange it will be necessary to construct an interchange at S. W. 72nd Avenue.

We are investigating 6:1 rock and ditch slopes on this project which will require a little additional design time.

F. D. Morgan
Construction Engineer

By

D. J. Barbee
Assistant Construction Engineer

DLT:bjm

RECEIVED
OCT 18 1963
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET ..... OF ..... SHEETS

STATE PRINTING 66-50

Sunset Highway - Baldock Freeway — Oct 19, 1963

SU-466(4)

R/W Estimate

		Total Est.	Spent	Left
Sunset to Denny Rd.		$3,620,000	$1,225,000	$2,395,000
Denny Rd. to Pacific Hwy. West		$1,050,000	$688,000	$362,000
Pacific Hwy. West to Baldock		$ 475,000	0	$475,000
Totals		$5,145,000	$1,913,000	$3,232,000

ALLED
FORREST COOPER

NOTED
LLOYD P. SHAW

FORM E-20 50M 2-63 40607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10, 1963

SUBJECT: Status Report
Sunset Highway-Baldock Freeway
Beaverton-Tigard Highway
Washington County

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

As per your request of October 9, 1963, I have prepared the following status report on the subject project:

Interchanges to be constructed initially are Cedar Hills, Beaverton, Tigard and Baldock. Future interchanges are planned for Walker Road, Allen Avenue, Denny Road, Highway 217 and Greenburg Road. A grade separation is planned for Schools Ferry Highway and S. W. 72nd Avenue. The above interchanges have all been approved except Cedar Hills. Right of way required for future interchanges is being acquired with that necessary for initial construction except where it was felt that the necessary property would not increase in value by new development between initial and future construction.

Plans and estimate are approximately 90% complete from Beaverton to Tigard. We have acquired approximately 55% of the right of way in this area. Approximately 25% of the right of way necessary from the Sunset Highway to Beaverton has been acquired, but none has been acquired from Tigard to the Baldock Freeway.

Sufficient field data is available in Rural Design to complete plans and estimate from Sunset Highway to Beaverton and from Tigard to the Baldock Freeway.

It is anticipated that if Interstate Route 205 connects to the Baldock Interchange it will be necessary to construct an interchange at S. W. 72nd Avenue.

We are investigating 6:1 rock and ditch slopes on this project which will require a little additional design time.

F. D. Morgan
Construction Engineer

By D. J. Barbee

NOTED
LLOYD P. SHAW

D. J. Barbee
Assistant Construction Engineer

DLT:bjm

RECEIVED
OCT 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Fairgrounds - Study
Summerlin - Winchester

RECEIVED
AUG 20 1963
FOR FILING

SU-466(4)

6650

477 Cottage Street, N.E.
Salem, Oregon - 97301

August 16, 1963

Mr. Kermest Cooper, State Highway Engr.
Salem, Oregon

Original signed
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.7

Oregon Project US-466(2)
Sunset Highway-Denny Road
Files 32923, Canyon Theatre and 34673, Triplett

We note Mr. Meyer has assigned a value of $1.00 per square foot to this land. The only support he has provided is a 1962 sale of the subject for $37,500 per acre, approximately $.86 per square foot. He indicates there are other sales in the area which would lend support to his opinion; however, he did not identify them.

Before we can recommend this case for Federal participation we require that Mr. Meyer furnish specific data in support of his appraisal.

When the additional data has been received please advise us in order that we may make our determination regarding Federal participation.

NOTED
LLOYD P. SHAW

Original to Wright
8-19-63 mw

RECEIVED
JUL 17 1963
40280

FOR FILING
SU-466 (4)
6650

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1963

SUBJECT: Assignment No. 116 LPS
Status Report
Beaverton-Tigard Highway

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
OFFICE

On the subject assignment I would report as follows:

Survey:

Surveys of completed crews will be called on for to stake rights-of-way as necessary for purchase. For minor pick-up work and on the case of Cedar Hills Interchange there will be a request to stake line when accepted design is approved by the Bureau of Public Roads.

Design:

Interchange Design all completed with four Interchanges approved by the Bureau. The balance of the Interchanges are currently in the Bureau's hands for approval. These have been discussed with the Bureau and they have not expressed any dissatisfaction with any of the Interchanges except Cedar Hills.

Roadway designs between Beaverton-Hillsdale Highway and Highway 99 W is practically completed and will be turned over to the Plans Section for preparation of contract plans before the first of August.

Design is completed from Beaverton-Hillsdale Highway north to approximately 3,000 feet south of the Sunset Highway. The section next to the Sunset Highway is being held until final design of this interchange is approved.

The design on the section between Highway 99 W and Baldock Freeway is well along. The entire design could be completed in approximately two months time. This work depends on the Interchange Design at Cedar Hills.

Right of Way:

Right-of-way summary on complete project on the Sunset Highway to Baldock Highway is as follows:

Total description submitted--189. Total parcel purchase or under condemnation--95. Description remaining approximately 31.

Original plan was to construct a unit between Beaverton-Hillsdale Highway and 99 W. Due to this plan, both design and right-of-way is more complete on this unit.

All designs have been ~~submitted~~ completed on the units between Beaverton-Hillsdale Highway and Highway 99 W. There are 144 parcels to be acquired on this unit and 72 parcels or 50% have been purchased.

The north unit Sunset Highway to Beaverton-Hillsdale Highway descriptions have been submitted--all of this unit except Cedar Hills Interchange Area. Forty parcels have been submitted. Nine have been purchased and 14 have been condemed or will be condemed. There remains approximately 11 descriptions to be prepared in the Cedar Hills Interchange Area.

The south unit Highway 99 W. to Baldock Highway descriptions have been completed on 5 parcels. None have been acquired to date. There are still approximately 20 descriptions to be completed on this unit when the design is completed.

Finance:	Estimate	Financed	To be financed
R/W FAU	2,200,000	1,600,000	600,000
Cons't FAU	3,125,000	----	3,125,000
	5,325,000	1,600,000	3,725,000
R/W FAS	1,300,000	500,000	800,000
Cons't FAS	3,480,000	----	3,480,000
	4,780,000	500,000	4,280,000

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

DJB:wb

FORM E-30 80M 5-62 43806

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 5, 1963

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT:

To: Mr. R. L. Porter
Deputy State Highway Engineer
O F F I C E

Please have someone put this together for me. Oakes is waiting on the financing.

Will you please give me a current status report on the Beaverton-Tigard expressway project.

I would like to know the status of surveys, the status of design, the status of right-of-way purchases, and the status of finance.

I rather doubt that it is possible to draw a chronological chart at this time.

Forrest Cooper
State Highway Engineer

FC:fn

cc Victor D. Wolfe

RECEIVED
MAY 2 1963
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

DATE: May 24, 1963

SU-1466(4)

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

WRIGHT

SUBJECT: Oregon Project US-466(2) Sunset Highway to Beaverton South City Limits Section -- Parcel 32920, Oregon Bank

Please refer to Chief Counsel L. I. Lindas' letter dated May 22, 1963 requesting our advanced approval of a proposed settlement in the amount of $365,000 covering the acquisition of 10.55 acres from the above mentioned parcel. It is our understanding that the taking includes .63 of an acre of excess property that the State intends to use for trading purposes with other adjoining land owners from whom they must acquire right-of-way. If the excess lands are used for this purpose, they would be subject to full Federal participation.

The appraisals are as follows:

Name of Appraiser	Valuation based upon 10.55 acres	Valuation based upon 9.92 acres
M. O. Gainer	$ 422,000	$ 412,000
Harold Meyer	459,582	451,350
Ralph Walstrom	316,500	310,200

The review appraisal was based upon Mr. Gainer's appraisal of a partial taking of 9.92 acres for $412,000.

We have reviewed the appraisals and the review appraisals made by your appraisal staff, and we will approve full Federal participation in the proposed settlement. Due to the rapid rise of land values in this area, we suggest that you make an early effort to complete all appraisals between stations 160 and 197, and initiate immediate negotiations. It seems reasonable that any delay in the acquisition program in this area can only result in higher appraisals at a later date.

RECEIVED
MAY 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 10 1963
FOR FILING

Sunset Hwy (4)

6650

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

April 4, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project US-466(2) - Sunset Highway-Beaverton South City Limits
Oregon Bank (Parcel 32920)
and Michaelson (Parcel 32854)

A recent review of the status of right-of-way acquisitions in the area of the proposed interchange at Beaverton indicates a number of parcels that were appraised over a year ago and that have still not been acquired by the State. We have particular reference to Parcel 32920 (Oregon Bank) and Parcel 32854 (Michaelson).

The Oregon Bank file represents the largest amount of money and was originally appraised in November of 1961 by two different appraisers for $283,000 and $284,300. In May of 1962 these appraisals were revised upward to $312,000 and $362,750. The review appraisal was $312,000. Your records indicate that condemnation proceedings have still not been filed on this case. The area in which this property is located is experiencing a rapid development which may result in higher selling prices for adjoining lands and thus affect the appraisal of this property. We believe that action should be initiated to file a condemnation action on this property and bring it to trial at an early date. We request that we be advised of the status of these cases and what action is contemplated to acquire them by negotiation or condemnation.

RECEIVED
APR 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

Original to
Wright 4-5-63
mm

RECEIVED
MAR 13 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

SU-466(4)

6650

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 11, 1963

Mr. Robert O. Malsey
City Manager
City of Beaverton
Municipal Building
Beaverton, Oregon

Dear Mr. Malsey:

Reference is made to your request of February 22, 1963 as to the status of right of way alignment in the area of the proposed 5th Street extension, near the City of Beaverton, on the proposed Sunset Highway-Baldock Freeway relocation.

Negotiations are under way at this time with the Southern Pacific Railroad Company for right of way through their property.

We enclose, herewith, a plan and profile in the area of the proposed 5th Street extension for your information. Although this plan and profile is stamped "Preliminary - Subject To Change" we feel the line is firmly established in this area.

Very truly yours,

F. D. Morgan
Construction Engineer

by

Donald L. Trout
Acting Rural Engineer

DLT:db
Encl.

cc: L. P. Shaw
A. E. Johnson

NOTED
LLOYD P. SHAW

RECEIVED
MAR 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 25 1963
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

January 23, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

T. Dee, Assistant Division Engineer
Salem, Oregon

Oregon Federal-aid Urban Program

Reference is made to Mr. Young's January 21, 1963 letter, concerning the addition of five parcels to the Sunset Jct.-Beaverton Section, Item 118, Project US-466(2) covering purchase of rights of way.

You were previously to proceed with the acquisition of 48 parcels with a total estimated cost of $1,551,500 with Federal-aid Urban funds obligated in the amount of $970,000.

You are hereby authorized to proceed with the acquisition of the below listed properties also shown on R/W map 88-20-3, effective this date at a total estimated cost of $54,000 of which $34,500 is Federal-aid urban funds:

33201	32923
34673	32922
33328	

This action increases the Federal funds reserved and obligated by $34,500, to a new total of $1,004,500. The total estimated cost of this project now authorized is $1,605,500.

Your unprogramed balance for these funds is reduced to $268,350.11 and the reimbursable obligation balance is $21,737,971 according to our records of this date.

cc: Region
R & PC Div., Wash. Off.
J. W. Nash, OSHD

RECEIVED
JAN 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
1-25-63

NOTED
LLOYD P. SHAW

RECEIVED
JAN 22 1963
FOR FILING

SU-466 (4)

6120

January 21, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Reference is made to the Sunset Jct.--Beaverton Section, Project No. UI-466(2) submitted under Program Item 116 covering purchase of rights of way.

Authorization is requested to proceed with right of way acquisition for the following parcels, the estimated cost of which is $54,000.

File No. 35201
File No. 34673
File No. 33326
File No. 32923
File No. 32922

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JHSmith

cc: Walter T. Wright

RECEIVED
JAN 24 1963
RIGHT OF WAY

RECEIVED
JAN 17 1963
FOR FILING

January 16, 1963

Mr. W. S. Newton
Manager of Properties
Henry J. Kaiser Company
300 Lakeside Drive
Oakland 12, California

Dear Mr. Newton:

Reference is made to your request during July of 1962 for our latest plan and profile covering the proposed Fifth Street extension of the highway relocation from the Sunset Highway to the Baldock Freeway near Beaverton, Oregon.

We are transmitting a print of our plan and profile for this area. We have this plan and profile stamped "Preliminary" as it is not our final drawing for construction; however, we feel we have the alignment and grade firmly established in this area.

We have no interest in the construction of Fifth Street other than the fact that we are leaving clearance under our structure for construction of Fifth Street by others.

We hope this plan and profile will be of value to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enc.
cc Forrest Cooper
F. D. Morgan

DLT:bjh: ajw

RECEIVED
SEP 6 1962
FOR FILING
Const
AIW
Hwys - Gen

114

July 25, 1962

Mr. W. S. Newton
Manager of Properties
Henry J. Kaiser Company
300 Lakeside Drive
Oakland 12, California

Dear Mr. Newton:

Reference is made to your recent request for plans covering the possible reconstruction of Fifth Street in the City of Beaverton. This is in connection with a federal-aid secondary project between Beaverton and Tigard.

While some right-of-way activity is being conducted on this route, detailed plans have not been completed at this time. We are unable to furnish you with anything different than the material that you have received. It appears, however, that possibly within the next six weeks, or so, something more definite will be available. At that time, we will contact you again.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper
F. D. Morgan

1-8-63 Barbee will have material available about 1 week hence. Steve

HENRY J. KAISER COMPANY

PLEASE RETURN TO
R. L. PORTER

EXECUTIVE OFFICES
Kaiser Center · 300 Lakeside Drive
Oakland 12, California · CRestview 1-2211

July 10, 1962

Mr. Forrest Cooper
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Under date of December 9, 1960, you sent me plans and profile maps covering the possible Fifth Street extension through the Henry J. Kaiser Company property at Beaverton, Oregon.

Would you please at this time supply me with the current plans and profile maps, as we understand the State Highway Department is acquiring right-of-way for the new freeway running through the Southern Pacific property and that funds have been appropriated out of the 1963-64 budget.

Very truly yours,

HENRY J. KAISER COMPANY

W. S. Newton
Manager of Properties

WSN:kh

Porter

RECEIVED
JUL 11 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 8 1963
FOR FILING

Ex. 4606 (4)
6650

January 7, 1963

Mr. and Mrs. A. B. Webb
3345 S. W. 108th Street
Beaverton, Oregon

Dear Mr. and Mrs. Webb:

Reference is made to your recent letter which concerns the location of the proposed highway from the Sunset Highway to Interstate Route 5 that will pass through or near Beaverton and Tigard. Your letter specifically referred to the effect of this proposal on the plat of Hyde Park.

As the Department is now in the process of developing plans for the Cedar Hills interchange, we had hoped that this would be far enough along so that something definite in the way of answering your inquiry could be offered. Some unforeseen problems connected with this design have arisen which will cause some delay in answering all of the questions you raised.

There is little doubt but that the Hyde Park subdivision will be rather substantially affected by this proposed project. The route does, as you say, cut more or less diagonally through it and will divide the area into two portions. It cannot be determined definitely at the moment just when all of the final answers will be available but you may be assured that the Department is doing everything possible to complete the designs as soon as all conditions will permit.

The project has not as yet been programmed for construction and this will depend on when future financing becomes available. A substantial amount of right of way has been acquired, which is largely situated between Allen Avenue in Beaverton and Tigard. It is anticipated that as final designs are finished and approved the right-of-way acquisitions can be extended northerly to the Sunset Highway. This is an expensive project right-of-way-wise and is beyond the capacity of the Highway Fund to finance simultaneously. However, it is not the intention of the Department to deliberately delay any feature of the work.

I appreciate that these answers may not be entirely satisfactory to you. If there is anything about the matter that is not clear, or should you desire additional data, please do not hesitate to call on us and we will be glad to furnish anything available.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. F. D. Morgan

PLEASE RETURN TO
R. L. PORTER

3345 S. W. 108th. Street
Beaverton, Oregon
December 8th. 1962

Oregon State Highway Department
Salem, Oregon

Re: Hyde Park
N-S Expressway

Gentlemen:

We have contacted you on previous occasins in regards to the Hyde Park tract located in Washington County, and the bisecting thereof by the North-South Expressway:

As you know we have strongly protested the construction of the North - South Expressway through the proposed route that would ultimately bisect the Hyde Park tract. However, it seems apparent that this proposed route is official. (At least we do not have any information to the contrary) meanwhile we are burdened with ever increasing taxes on property that we are unable to develope. Inasmuch as we must wait for the Highway Department to decide when and where they will purchase right of way for the proposed route.

Our developement plans for this tract have been at the stagnation point ever since numerous articles appeared in local and Portland newspapers in regards to survey of this highway, and in particular since a "reverse map" was published in one of the local newspapers indicating the North-South Expressway would traverse the Hyde Park tract commencing near the south'west corner of the tract and emerging at the north' west corner of the tract.

Our attorney Mr. A. C. Allen worked diligently to have our property included in the West Slope Sanitary District. The same week we planned to make application to have our property included in the Sanitary District the "reverse map" refered to in above paragraph was published in a local newspaper. Our attorney then advised us not to make application as planned.

If this highway is constructed as now proposed we will own property on both sides of the highway and, we would like to make plans for the developement of this divided tract. However, the fact that the highway traverses the tract diagonally presents many obstacles to be overcome in developing this tract, also cost of developing will be considerably higher than the cost would be if this tract could be developed as a whole rather than a divided tract.

We find that it is impossible to work with a developer as we do not have any way of knowing the exact amount of land that will be taken by the highway department or the boundaries of this highway, neither do we know what condition the remaining property will be left in after the highway is constructed. Presumably some of the property will be left in after the highway is constructed. Presumably some of the property will be above and some below highway grade. A developer would have to have this knowledge pertaining to the contour of the highway grade before planning any part of the developement of a fine residential tract.

RECEIVED 10

J. Barker
By Construction Engineer

copy to FC

In conclusion: We are the owners of a valuable tract of land ripe for immediate developement into a fine residential district. However, in view of present existing conditions brought about by the Oregon State Highway Department survey we find our property being placed in a distressed category in so far as developing this property. At the same time making our position untenable in the face of ever rising taxes and exceptionally heavy maintenance costs that must be met annually.

In brief we would like the following information:

(1) Do you propose to bisect the Hyde Park tract in Washington County ?
(2) If so when do you expect to purchase right of way ?
(3) When do you expect to start construction of this section of the highway ?
(4) When do you expect this section of the highway to be completed ?

These questions are <u>all</u> important to us in order that we may plan for the proper developement of this Hyde Park tract.

A reply at your earliest convenience will be sincerely appreciated.

Yours very truly,

A. B. and Isabelle Webb by I.W.

A. B. and Isabelle Webb

cc: A. C. Allen, Attorney

RECEIVED
DEC 10 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 10 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 7 1963
FOR FILING

SU-466(4)

6650

477 Cottage Street N.E.
Salem, Oregon

January 3, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

T. Dee, Assistant Division Engineer
Salem, Oregon

Oregon Project US 466(2) Sunset Highway to
Beaverton South City Limits -
Parcel 32918 (L-4096)

Please refer to Assistant Counsel G. E. Rohde's letter, dated December 5, 1962, requesting our advanced review of a proposed settlement of $282,500.00 covering acquisition of the above mentioned property.

Based upon the recommendation of Chief Counsel Leonard Linde and the appraisal estimate of $273,200.00 by Mr. Ralph Walstrom, we will approve Federal participation in the proposed settlement.

Orig to Legal
1-4-63

NOTED
R. L. PORTER

SU-466(4) S.P.RR O'Xing-Pac. Hwy. 1965
W. Sec., Beaverton-Tigard Hwy.
#6650 (Grad., pav., sign.) Folder #2

RECEIVED
DEC 18 1962
FOR FILING

SU-4:6 (11)
1 2650

477 Cottage Street, N.E.
Salem, Oregon

December 14, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.7 Salem, Oregon

Oregon Project US 466(2)
Sunset Highway to Beaverton South City Limits
Parcel 32918 (L-4096)

Please refer to Assistant Counsel George Rohde's letter, dated December 5, 1962, requesting our advanced review of a proposed settlement of $282,500.00 on the above mentioned property. The proposed settlement is based upon an appraisal estimate by Ralph Walstrom in the amount of $273,200.00. Our letter of October 19, 1962 requested a third appraisal of the property with particular emphasis on a study of the after value estimate. Due to the strategic location of the remainder parcel adjacent to the proposed interchange we requested that the appraiser be supplied with land economic studies for his use in estimating the value of the remainder. There is no evidence in Mr. Walstrom's appraisal that consideration was given to such studies.

The weight of evidence from studies made throughout the nation indicates that remainder parcels adjacent to urban interchanges are usually benefitted. We request that applicable land economic studies prepared by your Land Economist be considered by Mr. Walstrom in arriving at his after value estimate. In addition we request his comments, as they apply to the after value, of the Hubble-Bekins sale at a price of about $13,500.00 an acre and the Drougns-Pietz sale of $28,280.00 an acre. Both of these sales have backlands adjoining the frontage as will the subject remainder.

Before we can approve the proposed settlement please have Mr. Walstrom review and comment on applicable land economic studies and the above mentioned sales and indicate whether such an analysis would change his after value estimate.

RECEIVED
DEC 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

original To Kindas
copy To Wright
12-18-62

RECEIVED
DEC 4 1962
FOR FILE

SU-46(1)(4)

4.50

477 Cottage Street N.E.
Salem, Oregon

November 30, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

T. Doe, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Federal-aid Urban Program

Reference is made to Mr. Young's November 21, 1962 letter concerning the addition of 36 parcels to the Sunset Jct.-Bagnurtam Section, Item 118, Project US-466(2) right of way program.

You were previously authorized to proceed with the acquisition of twelve parcels with a total estimated cost of $940,500, with Federal-aid urban funds obligated in the amount of $599,500.

You are hereby authorized to proceed with the acquisition of the below listed properties also shown on R/W map SB-20-5, effective this date at a total estimated cost of $611,000 of which $370,500 is Federal-aid urban funds:

32,835	32,851	32,857
32,836	32,852	32,858
32,904	32,853	32,906
32,907	32,914	33,280
32,911	32,849	33,281
33,277	32,909	33,284
33,278	32,910	33,288
33,285	32,912	33,289
33,286	32,915	33,291
33,287	32,916	33,292
33,290	32,917	33,293
32,850	33,295	33,294

This action increases Federal funds reserved by $870,000 to a new total of $970,000 as well as increasing the total obligation of Federal funds by $370,500. The total estimated cost of this project now authorized is $1,551,500.

Your unprogramed balance for these funds is reduced to $807,673 and the reimbursable obligation balance is $11,894,310 according to our records of this date.

original To Young
Copy To Wright
12-3-62

NOTED
R. L. PORTER

RECEIVED
DEC 3 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 23 1962
FOR FILING

SU-466(4)

6650

November 21, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to the Sunset Jct.-Beaverton Section, Project No. US-466(2) covering right of way acquisition.

It is our desire to increase the setup of funds for the project to permit purchase of the following listed properties, the estimated cost of which is $611,000.

32,855	32,851	32,857
32,856	32,852	32,858
32,904	32,853	32,906
32,907	32,914	33,280
32,911	32,849	33,281
33,277	32,909	33,284
33,278	32,910	33,288
33,285	32,912	33,289
33,286	32,915	33,291
33,287	32,916	33,292
33,290	32,917	33,293
32,850	33,295	33,294

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

JWN:lt
cc: W. T. Wright

RECEIVED
NOV 16 1962
FOR FILING

Su-4.1c (4)

1650

477 Cottage St. N.E.
Salem, Oregon

November 14, 1962

Everett Cooper, State Highway Engineer
Salem, Oregon

A. L. Parsons, Division Engineer
Salem, Oregon

OR-35.1(8)A

Oregon Federal-aid Urban Program

Reference is made to Mr. Young's November 8, 1962 letter requesting authorization to proceed with the acquisition of an additional parcel under Item 110, Project U-1(2), Sunset Highway - Beaverton South City Limits.

You were previously authorized to proceed with acquisition of eleven parcels with a total estimated cost of $[illegible],000 with Federal-aid urban funds obligated in the amount of $213,500.

You are hereby authorized to proceed with the acquisition of Parcel 32513 effective this date, at an estimated cost of $35,000.

Your August 31, 1961 project authorization memorandum is herein modified to include an additional $100,000 for preliminary and incidental costs as requested. These actions increased the total estimated cost of the project authorization to $[illegible]0,500. Obligation of Federal funds is increased by $[illegible],000 to a new total of $[illegible],000.

original To Young
11-15-62

RECEIVED
NOV 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 14 1962
FOR FILES

SU-466(4)

6650

477 Cottage Street, N.E.
Salem, Oregon

November 9, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Attention: Mr. G. E. Rohde

A. W. Parsons, Division Engineer
08-35.7 Salem, Oregon

Oregon Project U-466(2)
Sunset Highway - Beaverton South City Limits
Additional Appraisal, File 32920, Oregon Bank

Oral approval to obtain a third independent fee appraisal on the subject file was given to you on November 6. This is in answer to your letter of November 7 and will confirm the approval.

original To Rohde
11-13-62

RECEIVED
NOV 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
NOV 8 1962
FOR FILING

SU-466(4)
6650

November 6, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Reference is made to the Sunset Jct.--Beaverton Section, Project No. US-466(2) covering purchase of rights of way.

Our Right of Way Department has been advised that the owner of one parcel, File No. 32913, is planning to construct an improvement on the property in the immediate future and for this reason, it is our desire to purchase the property prior to this proposed construction which will considerably increase its value. The estimated cost of the parcel is $35,000.

This project was programmed under Item 118 on a token-financed basis and authorization for preliminary costs was not made at the time of submission to your department of the right of way map, File No. 69-20-5. Accordingly, it is our request the authorization for this work, estimated cost $100,000, be given retroactive to the earliest possible date, similar to the procedure which you used on the Fremont Bridge-Sunset Jct. Section of the Stadium Freeway, Project I-405-8(3)302.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JWN:mmb

RECEIVED
OCT 30 1962
FOR FILING
SH-466 (4)
1650

October 29, 1962

Mr. Marne Hunn
Executive Assistant
Executive Department
Capitol Building
Salem 10, Oregon

Dear Mr. Hunn:

Attached is a suggested reply for Governor Hatfield to Mr. M. B. Hinds' letter of October 10. This concerns Mr. Hinds' property near Progress that will be affected by the proposed north and south connection between the Baldock Freeway and the Sunset Highway.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc: C. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan - Please prepare descriptions on the basis of a full
W. T. Wright - interchange as far as the Hinds' property is concerned and open negotiations with Mr. Hinds as soon as possible.

RLP:ajw bbc

SUGGESTED DRAFT FOR THE GOVERNOR'S CONSIDERATION
October 29, 1962

Mr. M. B. Hinds
Hinds Supply Company
1000 N. W. Electric Avenue
Beaverton, Oregon

Dear Mr. Hinds:

This is in reply to your letter of October 10 in which you have outlined problems you have encountered because of the Highway Commission's plans that may effect your property near Progress.

I can understand your concern relative to this situation but I find that the Highway Department is confronted with a very complicated situation in this area. They have been striving to develop a plan that will be approved by the Federal Bureau of Public Roads and appear to have very recently arrived at a tentative solution. I anticipate that you will be contacted again relative to your property in the reasonably near future.

I am sorry that you have been delayed in this matter but there are some situations that take considerable time to resolve. Thank you for bringing this to my attention.

File 32411 — Hinds

Ichway

HINDS SUPPLY COMPANY

Industrial Supplies

1000 N.W. Electric Avenue — Mitchell 4-3192 — Beaverton, Oregon

October 10, 1962

DURHANIT ASBESTOS-CEMENT PIPE

WHEATLAND STEEL PIPE

AMERICAN-MANNEX STEEL PIPE

KENNEDY VALVES & HYDRANTS

AMERICAN VALVES

KUHNS BROS. FITTINGS

M.I.F. MALLEABLES

CHASE BRASS CO

TIFCO FITTINGS

FAIRBANKS MORSE PUMPS

NORTHWEST BOLT & NUT COMPANY

CRAWFORD PIPE CLAMPS AND HANGERS

OSTER PIPE MACHINES

ARMSTRONG BROS CO PIPE TOOLS

FABRICATION STEEL PIPE TO 18"

AUTOMATIC FIRE PROTECTION EQUIPMENT

Governor Mark O. Hatfield
Oregon State Capitol
Salem, Oregon

Gentlemen:

Reference is made to approximately 11.02 acres in the vicinity of Progress, owned by Hinds Supply Company, and which is in the path of the proposed North - South Highway connecting Baldock Freeway with Sunset Highway.

Description of the tract with date of purchase and subsequent history is hereto attached.

Recent calls to State Highway offices, both in Portland and Salem, bring us the response that plans are not yet finalized. Meanwhile our costs of holding this property continue.

We should greatly appreciate action by the Oregon State Highway Commission relative to this Progress property that will enable us to dispose of it.

In seeking this [illegible] this letter is addressed to your office in the hope that [illegible] satisfactory conclusion of Progress property [illegible] Highway may be expedited.

Thanking you, we are,

Very truly yours,

[signature]

RECEIVED
OCT 11 1962

Property described as tax lot 100, Section 27, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon. Street Number 8490 S. W. Highway 217, Progress, Oregon, consisting of approximately 11.02 acres.

This Progress property was purchased on May 10, 1958 for use as a business site for Hinds Supply Company.

This move was made necessary by an Urban Renewal Development in the Southwest area of the City of Portland, in which Hinds Supply Company was located.

Engineering and plot plans were subsequently developed at considerable expense entailing buildings, sewers, water, power, railroad spur, grading, etc.

Before actual construction took place rumors developed regarding a proposed North-South State highway.

Every effort was then made to ascertain possible routing of the proposed highway, but to no practical conclusion.

Since this Progress property was almost certain to become involved in the proposed highway it became necessary to buy other property and build thereon. Cost of this additional property was a severe additional burden.

Frequent inquiries were made by phone and personal calls in an effort to obtain from the State highway offices some statement of their requirements and an offer covering on same.

In the period of time dating from completion of our Progress property engineering we were required to effect weed control, mowing and spraying, plus taxes and interest on the investment - resulting in substantial costs - and more seriously the loss of much needed working capital.

Oregon State Highway Commission submitted an option, dated June 20, 1961 covering or two (2) parcels of 4.21 and .01 acres - by Agent Harold A. Schmidt - File # 3410, and dropped the offer shortly thereafter on account of impending highway engineering changes.

Since this time a Sewer system has been installed at several thousands additional cost to us.

RECEIVED
OCT 1962
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

October 8, 1962

SU-46(2)(4)

Mr. Forrest Cooper
State Highway Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project US-466(2)
Sunset Highway-Beaverton South City Limits
Parcel 32918 - Claremont Investment Company

On August 31, 1961 we authorized advanced acquisition of Parcel 32918 and adjoining properties. It was believed to be in the public interest to acquire this property as quickly as possible in order to avoid paying an increased price due to further development of the property. State records indicate an appraisal review of $210,000.00 on November 3, 1961 covering the acquisition of 4.14 acres with the owner retaining approximately 7.22 acres. This remainder was to have 120' of access to the existing Bertha-Beaverton Highway.

The entire property was purchased by Claremont Investment on contract in 1960 for $150,000.00. This price was below the sale prices of other properties and the state review appraisal of $210,000.00 was considered reasonable. On October 2, 1962 a new appraisal review was written raising the market value of the taking to $270,000.00, with the owner retaining 7.45 acres. The remainder is to have 160' of access to the existing Bertha-Beaverton Highway.

Before we will approve Federal participation in a right of way settlement based on a review of $270,000.00 we intend to review the appraisals. It would be desirable to withhold negotiations based on the $270,000.00 appraisal until our review is completed.

original To Wright •
10-8-62

FILED
R. PORTER

RECEIVED
FORM E-123-X SOM 6-61
APR 13 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 12, 1962

REGISTERED MAIL
RETURN RECEIPT REQUESTED

Mr. Harold J. Schnitzer
Vice-President
Claremont Investment Co.
Post Office Box 991
Portland 7, Oregon

File No. 32918
Sunset Highway-Denny Road
Section
Beaverton-Tigard Highway
Washington County

Dear Mr. Schnitzer:

This will acknowledge receipt today of your registered letter dated April 11, 1962, relative to the property owned by Claremont Investment Company from which we propose a right of way taking under the subject file number.

As I explained to you during our telephone conversation last Friday, commitments for a three-day session in Portland have prevented my responding until today.

I hasten to reiterate my statement that it is not necessary for a private citizen to pay engineering costs associated with the investigation of feasible highway routes. This is part of our routine work and is without exception accomplished prior to the time a location survey is adopted.

In the event of a later revelation of fact not known at the time of route adoption, we immediately re-examine our location in light of the new facts. This has been done with relation to your property, and you are aware of description changes made as a result.

I have explored fully with our engineering division the possibilities of a further line change suggested by you.

NOTED
FORREST COOPER

Contrary to the impression that you have apparently obtained, no route change in the vicinity of your property is under current investigation; nor does it appear that such a change would be feasible.

Negotiations for the right of way required from your property holding have been, as you know, fruitless. Our field staff has forwarded this file to the Salem Headquarters, and it is being processed forward to our Legal Division for further handling.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:zg

cc Mr. Forrest Cooper
Mr. L. I. Lindas

RECEIVED
APR 12 1962
OFFICE OF
STATE HIGHWAY ENGINEER

CLAREMONT INVESTMENT CO.

Home Office
1428 S. W. TWELFTH AVENUE
P. O. BOX 991
PORTLAND 7, OREGON
CAPITOL 7-3408

NOTED
W. T. W...

April 11, 1962

REGISTERED MAIL

State Highway Department
Salem
Oregon

ATTENTION: Mr. Walter T. Wright, Right of Way Engineer

SUBJECT: Sunset Highway-Denny Road Section
Beaverton-Tigard Highway
Washington County

Dear Mr. Wright;

On Friday, April 6, I phoned your office and discussed with you the possibility of revising the road curve on the section of the highway presently proposed to go throughthe property owned by this Corporation in Washington County, between the Beaverton-Hillsdale highway and the Tualatin Valley Highway. If the curve is changed so that the road is shifted approximately 150 feet to the west of our property, it will avoid the destruction of our property for present and future commercial development.

We recognize that substantial engineering costs would be involved and I have stated to you and I now confirm by this letter that this Corporation is willing to pay a reasonable cost of engineering this section of road as it affects our property. We would be willing to negotiate based on such costs to the State Highway Engineering department or to an outside engineering firm to accomplish this change when they can be accurately estimated.

We have negotiated leases for this property and we wish to go forward with the development of building improvements as we originally contemplated when we acquired this property. We presently have a million dollar building program planned for this property and we are in a position to commence immediately if this highway matter can be resolved so that our entire property, or majority thereof, is available for our intended use. Such a development would benefit Washington County with a flow of taxes and certainly the State recognizes that improvements of this type benefit not only the County property owners but the State of Oregon as well.

The writer is prepared to meetwith you or your engineers to further discuss this matter so that if there is any possibility of keeping our property wholly intact for the present development program, we

RECEIVED
APR 13 1962
RIGHT OF WAY

State Highway Department
Mr. Walter T. Wright

April 11, 1962

wish to do so to permit this commercial development to go forward.

May I have your advise on this matter as soon as possible.

Very truly yours,

CLAREMONT INVESTMENT CORP.

Harold J. Schnitzer
Vice - President

HJS/cr

RECEIVED
APR 12 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1962

To:

Memo to the File

SUBJECT: File No. 32918
Claremont Investment Company
Sunset Highway-Denny Road Section
Beaverton-Tigard Highway
Washington County

Mr. Cooper, Mr. Lindas, Mr. Rohde, and I conferred relative to this property in the early afternoon today.

Mr. Cooper relayed some information which had come to him regarding the reported efforts to assemble additional properties for combining with the subject file.

At approximately 4:50 p.m., I received a call from Harold Schnitzer. Mr. Schnitzer stated that he had a prospective lessee ready to sign a lease for the site for a million dollar building under very favorable terms, that the financing was ready to go, and that Bazár Discount was eager to begin construction soon on the site to be furnished by him.

He stated that he had found that he could add to his present holdings by the purchase of additional residential developments in the vicinity at a price of $17,000 to $20,000 for each 50-by-100-foot lot.

Mr. Schnitzer renewed a request with which our designers are apparently conversant. His pitch is that the road should be "straightened out near Canyon Road and the curve moved in such a way as to open up 150 feet of frontage on Canyon Road." He also stated that he had heard from some source that a slight change in curve design had been made near the northerly end of his property.

I told Mr. Schnitzer that I had commitments in Portland for the first three days of this coming week, but that I

would determine as soon as I was able if any design change had been made; whether any were possible at this late date; and that I would advise him of my findings not later than Thursday, April 12.

WALTER T. WRIGHT
Right of Way Engineer

WTW:sg

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. G. E. Rohde
Mr. D. J. Barbee
Mr. G. K. Attig

RECEIVED
SEP 5 1962
FOR FILING

I-5W-466.(11)
6650

Salem, Oregon
September 4, 1962

Sunset Highway-Denny Road Section
Beaverton-Tigard Highway
Washington County

Mr. W. T. Wright
Right of Way Engineer
BUILDING

Herevith copy of a letter from the Southern Pacific Company having to do with right of way across its industrial property near Beaverton. Last March I wrote the railroad concerning this project and at that time advised that our Right of Way Division would contact them about appraisal of Parcels 1 and 2 which are across their industrial property. I suppose this has been delayed because of the argument with the BPR concerning the general location of the highway, but in any event, I would suggest that you write Southern Pacific advising of the delay or make an appointment to see them.

Note also their remarks concerning spiral curves for our land descriptions.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc/attach. Floyd Scott

2-62

S-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

323-3
O-PD-60-18

A. W. KILBORN
SUPERINTENDENT

August 28, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

Referring to your letter March 8, file Sunset Highway-Denny Road Section Beaverton-Tigard Highway in Washington County:

We are still awaiting contact by your Right of Way Division relative to appraisals of property as covered by Parcels Nos. 1 and 2 as explained in your letter of March 8.

In reviewing your descriptions we find that in Parcels 1 and 6 that you are using spiral curves, which are not acceptable for land description. It is our recommendation that these descriptions be converted to simple curves and that you furnish us revised descriptions.

Please advise when we will be contacted relative to actual appraisal of these parcels and if you will furnish revised descriptions.

Yours truly

A W Kilborn

RECEIVED
SEP 4 1962
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 24, 1962

The Simms Co.
(Ralph G. Coan)

The Simms Company
Platt Building
Portland 5, Oregon

RECEIVED
AUG 27 1962

ATTENTION: Mr. Ralph G. Coan

Gentlemen:

In reply to your recent letters regarding our plans on the Beaverton-Tigard Highway as it might affect your property between the Scholls Ferry Road and Greenberg Road, I am attaching a sketch map showing the property we will require if it is decided that this will be eventually converted to a freeway and also the property we will require should the decision be made to channelize the intersections only.

At Scholls Ferry Road, if the existing highway is channelized with our new highway the alignment and grade of existing Scholls Ferry Road will remain the same, we will require no additional right of way in this area. If the decision should be made to eventually convert this to a freeway, the line shown on the map as "proposed right of way line" will be necessary and the attached profile will be the grade of the new Scholls Ferry Road. Under this condition access will be controlled from our new highway westerly along Scholls Ferry Road approximately 150 feet as indicated on the map "no access". Between Scholls Ferry Road and Greenberg Road, our right of way taking will be the same under either plan and is shown as "proposed right of way line" on the sketch map.

At Greenberg Road, we show on the sketch map the proposed right of way line with channelization with "no access" control line indicated. This will be our right of way line if the decision is made to channelize this intersection. We also show a proposed right of way line with interchange with a "no access" control extending approximately 230 feet down Greenberg Road.

The Simms Company
Portland 5, Oregon

+2+

August 24, 1962

I am very sorry that it has taken so long to get you this information, but I had hoped that a final decision could be made on this matter prior to sending you this map. As you know, highways such as this where the Bureau of Public Roads furnishes part of the money, we must have their approval on our design features and to date we have been unable to secure approval from them to use channelized intersections.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

D. J. Barbee
Asst. Construction Engineer

DJB:jd

Attachment

CC: R. L. Porter

RECEIVED
JUN 7 1960
FOR FILING

Const
Rw
Hwy E

1638

June 1, 1960

Mr. Jerome Bischoff
Attorney at Law
Cascade Building
Portland 4, Oregon

Dear Mr. Bischoff:

In reply to your letter of April 12 relative to the possible revision of the Beaverton-Tualatin proposed express route in the area between Scholls Ferry Road and Greenburg Road, I wish to inform you that we have given a great deal of study to this matter and have made the revision as shown on the attached sketch.

This revision will keep the highway approximately 200 feet farther away from the railroad track.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

DJB:jk ae

PLEASE RETURN TO
FORREST COOPER

JEROME S. BISCHOFF
ATTORNEY AT LAW
CASCADE BUILDING
PORTLAND 4, OREGON
CAPITOL 3-8125

April 12, 1960

Oregon State Highway Commission
Salem
Oregon

Att: Mr. Williams

Subject: Beaverton-Tigard Proposed
Express Route.

Dear Mr. Williams:

This letter is to confirm the information given to you by Mr. Ralph Coan and the writer concerning the proposed location of the above express route through our property located in:

Sections 35 and 26, Township 1,
South Range 1, West of the
Willamette Meridian,

in the vicinity of Progress, the parcels being those formerly owned by J. M. Loomis and Loyd Robinett.

Query Ed - Draft

The tentative location of the route as initially laid out by your Department, cuts through the heart of our property. This area was purchased by us for industrial development and is zoned by Washington County for industrial use. The eastern boundary of our tract is the zone line.

The area has been studied by the Southern Pacific for development and their basic conclusion has been for construction of the main spur at approximately the point where our property intersects Scholls Ferry Road and running parallel with their

main line. The development projects numerous spurs running off this main spur to the east as required. This allows the maximum utilization of the property which has sufficient depth from the railroad for attractive industrial sites.

The net effect of your location is to reduce this depth to something in the neighborhood of 300 feet over a substantial area, making it utterly impractical to use for industrial purposes.

The line also cuts our property in half, removing a large area from the industrial use because there will no longer be access to tracks and very poor road access.

The plan also will cause substantial severance damage to the remaining property because of the reduction in size and the odd shape remaining.

We believe you can minimize this damage to us at no inconvenience to you and probably at less ultimate cost by removing the curve to the east more or less adjacent to and perhaps somewhat parallel to our easterly boundary. This might be accomplished by either of two ways: by either flattening or breaking the back of the curve.

Possibly, if the curve were moved bodily eastward off our property or substantially off our property, it would solve the problem.

We do not object to the road, but object to its location in such manner as to cause us very material damage and the State a consequent higher cost.

RECEIVED
APR 13 1960
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

JEROME S. BISCHOFF

RECEIVED
APR 13 1960
OFFICE OF
STATE HIGHWAY ENGINEER

JSB:MP

FORM S-1833 10CM 4-62

RECEIVED
JUL 27 1962
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 23, 1962

Scott-Watson Co.
234 S. W. Broadway
Portland 5, Oregon

RECEIVED
AUG 24 1962
STATE HIGHWAY DEPT.

ATTENTION: Jewell LaVelle

Gentlemen:

You will find enclosed a sketch map showing proposed highway alignment between Beaverton and Tigard as requested in your letter of July 27, 1962.

Access points and types of traffic control to and from the proposed highway have not been determined at this time and have not been indicated on the enclosed sketch. At such time as determinations are made, the designs will become available and suggest that if this is of interest to you another request be submitted at a later date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

enc.

cc: R. L. Porter (Attach. - Sketch map)

GEORGE T. SCOTT
Broker

A. E. WATSON
Vice-President

CApitol 8-9691

Scott-Watson Co.

Residential Ranches Commercial Industrial
PROPERTIES

234 S. W. BROADWAY
PORTLAND 5, OREGON

July 27, 1962

Mr. Foriest Cooper
State Highway Engineer
Salem, Oregon

Dear Sir:

I called at the State Highway Engineer Office here in Portland as I wanted to secure prints showing the freeway between Tigard and Beaverton. Your local office was most cooperative but they informed me that there was no prints available at this time. However, they would show me the proposed route and suggested that I contact you in as much as you may have some information which they do not have.

We have been able to secure prints from your office for this local area and I would appreciate it if you have prints available, if you would please put them in the mail and send them to us.

Thank you for your earliest consideration.

Respectfully yours,

Jewell LaVelle

Jewell LaVelle

JL/sj

RECEIVED
JUL 30 1962
OREGON
STATE HIGHWAY COMMISSION

Porter

REFERRED TO
Barbe
By Asst. Construction Engineer

RECEIVED
AUG 29 1962
FOR FILING

54-46a(y)

(650

August 27, 1962

Mr. A. W. Kilburn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Your file: 323-3
O-PD-60-18

Dear Sir:

Re: Beaverton-Tigard Highway,
Washington County

I have your letter of August 14, concerning the installation of flashing light signals at the grade crossings of the county roads known as Denny Road and Allen Avenue. It is our intention that improvement of these grade crossings be made a part of the construction of the highway between Beaverton and Tigard and that they will be installed under federal-aid regulations. We have not been able as yet to get complete approval of the Bureau of Public Roads on the location of the main highway adjacent to these crossings, and until this is settled we have no chance of programming the county road work separately. We are pushing the matter with the Bureau, and we hope that the location of the main highway can be settled within a reasonably short time. When this is done, we will make every effort to program and construct the county road grade crossings ahead of the main highway construction.

I have discussed this matter with the Public Utility Commissioner's office, and they are thoroughly familiar with our plans. It will be some little time before any hearing date is set, and undoubtedly the State will be made a party to the hearing. We will have no objection to putting on testimony at the hearing concerning our plans.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

cc Forrest Cooper
Fred Keabe
Joseph Hershberger

2-62

S-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

August 14, 1962

IN REPLY PLEASE REFER TO
323-3
O-PD-60-18

A. W. KILBORN
SUPERINTENDENT

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, 10, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

Referring to your letter March 8 regarding Sunset-Denny Road Section, Beaverton-Tigard Highway in Washington County.

The construction of the Baldock-Sunset Highway connector as now planned will involve the widening and improving of both Denny Road and Allen Avenue. According to your letter of July 20, 1961 it was your intent to program the improvements of these crossings with federal-aid funds on a 90/10 basis.

As you know at the present time, a complaint has been filed against the railroad in connection with Allen Avenue. As discussed by member of our Engineering Department, we are desirous of cooperating with the State on the improvement of Allen Avenue and Denny Road and am wondering if the State Highway Department can program this improvement prior to the actual construction of Baldock-Sunset connector and the installation of flashing light signals at these two crossings. If flashing light signals can be installed at this time, we can allow for the widening and improvement of the crossings at a later date. If you are willing to handle in this manner, we will prepare appropriate construction agreements and submit in the near future.

Yours truly,

A W Kilborn

RECEIVED
AUG 17 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
JUL 17 1962

FOR FILING
Corvallis
BLM
Bureau, Coast Lodge & Sec.

A

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
July 16, 1962

To: L. A. DeFrance
Maintenance Engineer
OFFICE

SUBJECT: Spauled Joints on New Pavement North of Tigard Interchange

A meeting was held in the Portland office with Mr. A. E. Johnson, B. P. Huntley, R. V. Cotton and myself, regarding repairs to the spauled concrete joints on the new pavement north of the Tigard Interchange.

Due to the large amount of work confronting the bridge crews, we agreed to place Mr. Guy Mott, Extra Gang Foreman, in charge of the crew doing this work, with the aid of additional men required from the Division Tunnel Crew. Mr. Mott will be under the supervision of Mr. Cotton in repairing the joints.

Mr. Mott will start work on this project Monday, July 16. Mr. Cotton has sufficient equipment on hand other than a diamond saw which will be rented.

H. W. Hughlett
H. W. Hughlett
State Bridge Superintendent

HWH:wg
cc: A. E. Johnson
Tom Edwards
R. V. Cotton
B. P. Huntley

NOTED
TOM EDWARDS

RECEIVED
JUL 16 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 5 1962
FOR FILING

FORM S-BOX—SOM—11-61—40231

Cost
Bld
Bdgs. Tigard Int.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 21, 1962

SUBJECT: Spauled Joints on New Pavement North of Tigard Interchange

To:

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

On February 5 I made an inspection with Mr. Tom Edwards of the spauled joints on the new concrete pavement north of the Tigard Interchange with the prospect in view of patching these joints with an epoxy concrete mortar.

Due to the time and temperatures required for curing the epoxy mortars, this work will have to be postponed until April or May as temperatures should be around 80 to 90 degrees.

There are 320 joints, 36' long or 11,520 lin. ft. to patch, omitting the joints already poured with asphalt.

I have requested prices and further information from the epoxy distributors, to make an estimate for Mr. Edwards for this work.

NOTED
G. D. PALMER

H. W. Hughlett
State Bridge Superintendent

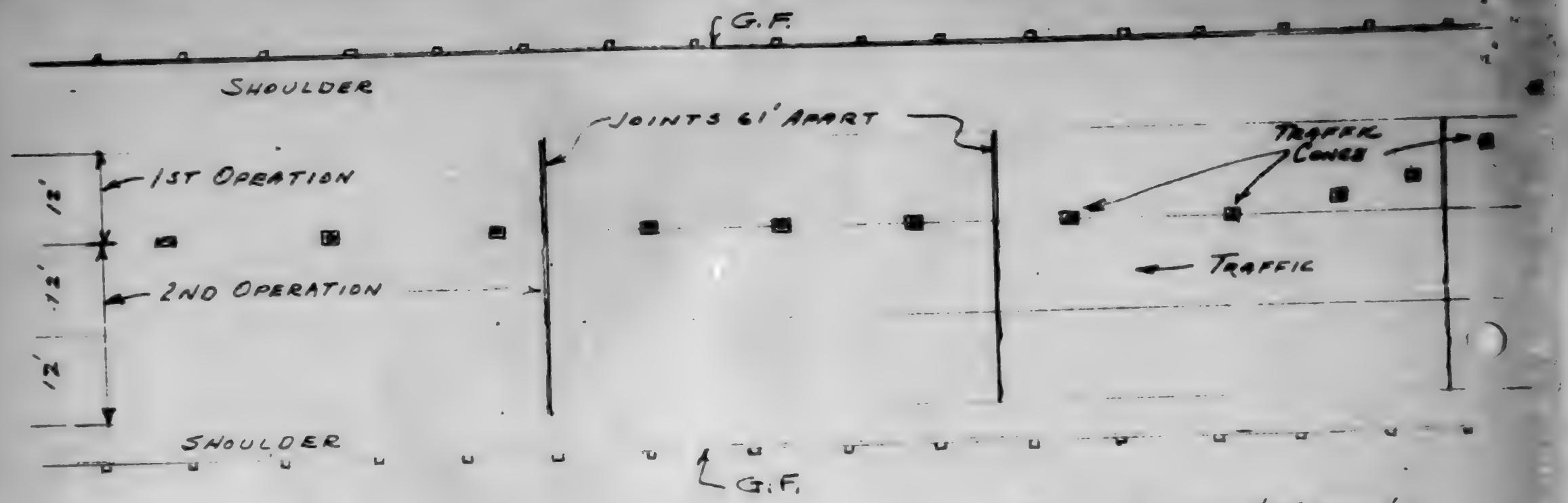
HWH:kmb

cc: I. A. DeFrance
Tom Edwards

NOTED
TOM EDWARDS

To GSP for info

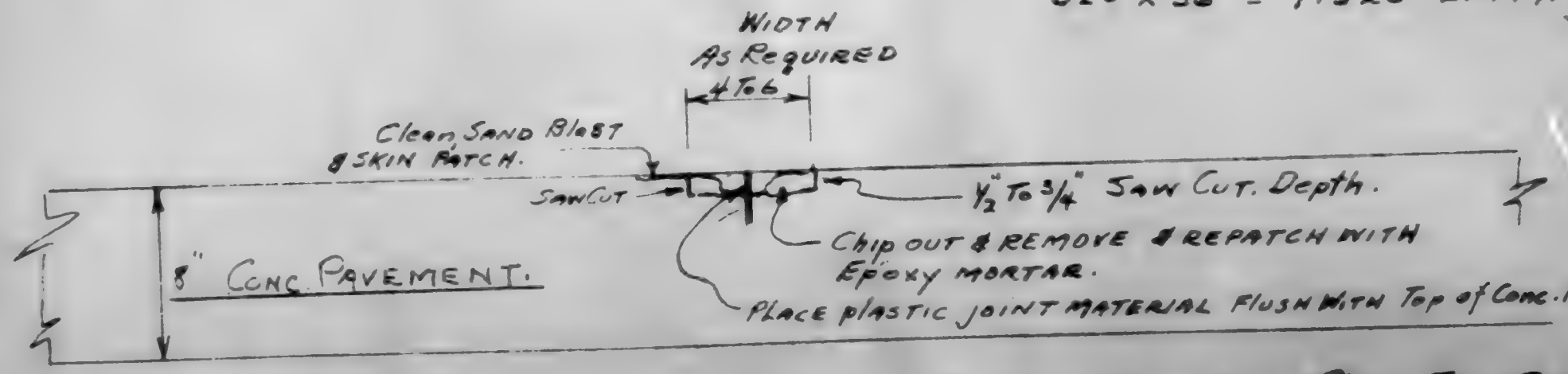
RECEIVED
MAR 2 1962
OFFICE OF
STATE HIGHWAY ENGINEER



Repairing spauled cracks

S.B. Lane From Station - 390 To 255 = 135
N.B. " " " 390 330 = 60
195

19500' ÷ 61' = 320 joints
320 x 36' = 11520 - Lin Ft. joints.



PROPOSED PLAN FOR PATCHING
SPAULED CONC. PAVEMENT
JOINTS.

H.M.H.

RECEIVED
JUL 16 1962
FOR FILING

SUF-466(4)

477 Cottage Street, N.E.
Salem, Oregon

July 13, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Federal-aid Urban Program

Reference is made to Mr. Young's July 9, 1962 letter requesting authorization to proceed with acquisition of an additional parcel under Item 118, Project US-466(2), Sunset Highway-Beaverton South City Limits.

You were previously authorized to proceed with acquisition of ten parcels with a total estimated cost of $780,500 with Federal-aid urban funds obligated in the amount of $498,500.

You are hereby authorized to proceed with acquisition of parcel 34767 as shown on the map attached to your request, effective this date. This action increases the total estimated cost of the authorized amount by $25,000 to a new total of $805,500. Obligation of Federal funds is increased by $15,000 to a new total of $513,500 for this project. Your reimbursable obligation balance is $15,252,901 according to our records of this date.

original To Young
Copy To Wright
7-16-62

NOTED
R. L. PORTER

RECEIVED
JUL 10 1962
FOR FILING

July 9, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to our letter of July 3, 1962, requesting authority to purchase one parcel, File No. 33294 on the Sunset Jct. - Beaverton Section, Project US-466(2).

Subsequent to our letter, this parcel was divided into two parts and given File Nos. 33294 and 34767. Also since the portion which we desire to secure at this time was assigned File No. 34767 may we have your authority to purchase the property under this file instead of that listed in our letter of July 3rd.

A map showing the portion under File No. 34767 is enclosed herewith. There is no change in the estimated value.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JWN:ra
cc: Walter T. Wright

CAPITOL 7-1206

ED W. EGGEN
ATTORNEY AT LAW
SUITE 1206 PUBLIC SERVICE BUILDING
920 S. W. SIXTH AVENUE
PORTLAND 4, OREGON

REFERRED TO
Forrest Cooper
BY SECRETARY

July 5, 1962

Oregon State Highway Commission
Salem
Oregon

Re: 10577-75-85 S. W. Denny Road,
Washington County, Beaverton, Oregon

Gentlemen:

I am the owner of one acre fronting S. W. Denny Road, Washington County, Beaverton, Oregon, commonly known as 10585 S. W. Denny Road and further identified as Tax Lots 2200 and 2300, Washington County, Oregon.

For many months there have been rumors of a proposed highway connecting the Salem Freeway to the Sunset Highway, which proposed connecting highway would run parallel to a railroad located west of my property and would substantially take my property for right-of-way or actual highway useage. The property was staked by your representatives some eight months ago, and in April of this year appraisers representing the State Highway Commission contacted me for the purpose of making an appraisal of the property. Blueprints checked in your Salem office verified that the highway, as proposed, would require a substantial taking of my property.

There is a duplex and a cottage on this property, as well as an orchard and berry garden. This is income-producing property and my tenants are under lease. I have already sustained some loss of income through the uncertainty of the highway. I was likewise advised not to make further improvements on the property, therefore the orchard and berry garden has deteriorated, in expectation that the proposed highway would have been developed earlier this year.

If your department has changed the proposed highway route please advise so that I can proceed with improving the property with additional rental units. If, on the other hand, you have plans to locate the highway as previously proposed, please advise when you expect to negotiate with me.

Yours very truly,

Ed W. Eggen

Porter

EWE:mo
original To Wright (Assign. 109)
7-10-62

RECEIVED
JUL - 6 1962
OREGON
STATE HIGHWAY COMMISSION

Mr Carter

RECEIVED
JUL 16 1962
COMMISSIONERS
FOR FILING
511-46(c)(41)
66-50

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 13, 1962

109
7

Mr. Ed W. Eggen
Attorney at Law
1208 Public Service Building
920 S. W. Sixth Avenue
Portland 4, Oregon

File No. 32867 - Eggen
Sunset Highway - Denny Road
Beaverton - Tigard Highway

Dear Sir:

This will reply to your letter of July 5, 1962, concerning your property on southwest Denny Road within the right of way and northerly of our proposed relocation of the Beaverton - Tigard Highway.

Following our appraisal of the property and prior to the time of a negotiating call, we were advised of a possible change of design at the intersection of the highway route with Denny Road. The uncertainty of design has prevented our undertaking negotiating up to the present time.

Our Construction Division advised me today that a design decision should be made in the near future. As soon as we are advised of the decision taken, we will proceed with any necessary correction of description and appraisal to be followed promptly by negotiation.

Whatever the determination, we should be in a position to open negotiations by fall.

Very truly yours,

L. I. LINDAS
Chief Counsel

NOTED
R. L. PORTER by

WALTER T. WRIGHT
Right of Way Engineer

WTW:dd

cc: Mr. L. I. Lindas
Mr. R. L. Porter
Mr. S. H. Mayhew

RECEIVED
JUL 5 1962
FOR FILING

SU-466(4)
6050

July 3, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to the Sunset Highway Junction-Beaverton Section, Project No. US-466(2) covering the purchase of rights of way.

On one property, File No. 3329k, the owner is beginning construction of a four-plex building which will greatly increase the value of the property if allowed to continue. Accordingly, we request your authorization to purchase the parcel at this time and thus prevent its increase in value.

The present estimate of the parcel is $25,000.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JHH:bb

cc: Walter T. Wright

RECEIVED
APR 16 1962
FOR FILING

SU-466 (1)

6650

April 16, 1962

Mr. Scott E. Foster, Jr.
Tektronix, Inc.
Post Office Box 500
Beaverton, Oregon

Dear Scott:

Reference is made to your letter of April 3, 1962, requesting certain information concerning the Beaverton-Tigard Highway, which you refer to as the connection between the Baldock Freeway and the Sunset Highway.

I can advise that the land acquisition for this facility is 20 per cent complete. Fifty per cent of the property required for the project between Allan Avenue and Highway US99W has been acquired. It is difficult to set any date for start of construction and impossible to give a date of completion due strictly to lack of adequate funds.

The Highway Commission, however, did recognize a need for this facility, and, in view of the rapidly expanding industrial and residential development in the area, ordered the survey made and acquisition of right of way as rapidly as possible.

You request recommendations which the Highway Department might make as to improvement or extension of county federal-aid secondary roads in Washington County.

It is the responsibility of the Washington County Court to determine where available funds should be expended on the county federal-aid secondary system. It is necessary that the State Highway Department concur in these decisions, but the State Highway Department does not recommend certain routes or sections of routes to the Court. Therefore, I cannot comment on this specific question.

Best regards

P. M. Stephenson
Assistant State Highway Engineer

cc Mr. V. D. Wolfe
VDW:me:er

FORM E-30 SOM 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1962

SUBJECT: Baldock-Sunset Highway Connection
Washington County

To:
Mr. Victor D. Wolfe
Administrative Assistant
B u i l d i n g

In response to your request for information requested by Scott E. Foster, Jr., of Tektronix, Inc., I am supplying you with information as follows:

1. The per cent of completion of land acquisition on the subject project is: 20% of the property for the entire project has been acquired. 50% of the property for the projects between Allan Avenue and Highway 99W has been acquired.

2. Start of construction and project completion: The best estimate for start of construction, based on present estimates and availability of funds, is the year 1965. The completion date is indeterminate as of the present time and is entirely dependent upon financing that might be available in the future. The above date for contracting should be checked with Mr. Porter to make sure he is in accord with this thinking.

F.D. Morgan
Construction Engineer

By D.J. Barbee

D.J. Barbee
Assistant Construction Engineer

GKA:jp

Tektronix, Inc.

P. O. BOX 500, BEAVERTON, OREGON

MITCHELL 4-0161
TWX: BEAV 311, 312

April 3, 1962

Mr. P. M. Stephenson
State Highway Department
Salem, Oregon

Dear Steve:

Our Chamber of Commerce is about to prepare its annual statement to the people of progress and anticipations for the coming year. My section of this is, of course, road development in Washington County. Though this is not your specific bailiwick, I wonder if you would be kind enough to pass my request for information on to the party who can most efficiently get me the information I need with the least amount of work.

I would like some up to date information on the development of the north-south expressway tying the Baldock freeway to the Sunset highway. I would like to have some statistics on the percentage of completion of land acquisition, and some estimate of when original contracts would be let, along with estimates of completion for the entire project. Our citizens are vitally interested in the developments of this particular highway, and recently there has not been very much new information available in the press.

In addition to the above, I would like to know if you can be specific about which federal aid secondary roads you would recommend for improvement or extension, as well as which federal aid secondary new roads you would recommend, if our budget is passed by the voters of Washington County this coming election. As you may know, the Washington County Court has asked for a ballot measure requesting a tax base for road construction and maintenance. The Chambers of Commerce of the county, I am reasonably confident, will support this measure and attempt to sell it to the voters of Washington County. If the funds become available, we will be in a position to match the funds now held in our account at the state level and proceed with some new road development, on a federal aid secondary basis, as well as on a county road basis. Our program will also, of course, include upgrading and maintaining some existing county roads. Though your group is not interested particularly in our county road development, you would be deeply involved in the extension or additions to the federal aid secondary road program. For this reason I would like to have a brief listing of the roads which you feel need improvement or upgrading. This need not be an involved document, a mere listing with some sort of priority attached would be adequate for my purpose.

I need this information in time to compile my report for the newspaper before May 1. Thank you very much for your cooperation in this matter, and I will be looking forward to seeing you. Best personal regards to you and your family.

Sincerely,

TEKTRONIX, INC.

Scott E. Foster, Jr.
Director of Purchasing

RECEIVED
APR 4 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 20 1962
FOR FILING
SU-4616(41)
6650

[illegible] S.W. Varnes St.
[illegible]land 23, Oregon
March 19, 1962

Mr. Sorrel Cooper
Highway Department Director
Salem, Oregon

Dear Sir:

We would like some information on where we stand as to the proposed highway cutting off from the Baldock Freeway to the Sunset Freeway. We live on the corner of Varnes St. and the Baldock Freeway. As shown on maps we have seen, it cuts our place diagonally in two.

We have heard various stories, and we thought maybe we could find out the true facts from you as to where we stand, and approximately how soon the state will contact property owners at this end.

If we have to sell out, we would like to know for future plans, as my husband is out of town a good deal of the time. As it stands, we don't even know if we should plant a garden, or what to do around the place.

As I understand, there is a party where the new proposed highway crosses 72nd, and he and his family lives in a garage, and he wrote the state two years ago, and received no answer. He is now going ahead and building his home anyway, as his family is growing out of the garage, which they had as temporary living quarters, and the stakes go through his property for the new highway.

Please answer this letter. It will be greatly appreciated.

Respectfully,

s/ Mr. and Mrs. A. T. Pearson

Orig to Pearson

NOTED
[illegible] COOPER

FOR FILING
SW 4146 (4)

March 8, 1962

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Re: Sunset Highway-Denny Road
Section
Beaverton-Tigard Highway
Washington County

Under separate cover, I am sending you three prints from our map SB-23-12, dated September 1961. These show the areas of Southern Pacific Company property which we desire to acquire for the construction of the four-lane highway between Beaverton and Tigard. I am attaching three copies of our descriptions covering these parcels.

Parcels Nos. 1 and 2 are on your nonoperating property which you have proposed for industrial development. Parcel No. 3 is the overcrossing of your drill track near Beaverton where provision has been made for future connection to your main line. Parcel No. 4 is an easement for the improvement of the grade crossing of your track by Allen Avenue at its connection with the new road. Parcel No. 5 is an improvement of the grade crossing at Denny Road at its connection with the new road. Parcel No. 6 is a temporary construction easement to allow us to change the channel of Fanno Creek to give a square crossing of our new highway.

The crossings of Denny Road and Allen Avenue are on county roads where the improvement is incidental to our highway construction. Allen Avenue and Denny Road are county roads and will remain under the jurisdiction of the County. The easements of the crossings should run to Washington County. The structure overcrossing of your drill track will be a State obligation and the easement for Parcel No. 3 should go to the State.

You will be contacted by our Right of Way Division in the near future concerning the setting up of an appraised value for the properties in Parcels Nos. 1 and 2.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
attach. descriptions (3)

cc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. W. T. Wright

FORM E-20 8OM 3-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1962

To: Mr. G. S. Paxson
Deputy Highway Engineer
Office

SUBJECT: File 32855 - S. P. R.R. Co.
Sunset Highway - Denny Road Section
Beaverton - Tigard Highway
Washington County

Attached are four copies of descriptions, dated Oct. 5, 1961, and four copies of encroachment Map No. 8B-23-12, dated September 1961, concerning right of way and easements required from the Southern Pacific Railroad Company, on the subject section.

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Const. Engineer

FOS:lw

Attach.

cc: W. T. Wright

REC...
MAR ...
OF ...
STATE H...

DESCRIPTION ONLY

Southern Pacific Company

Sunset Highway-Denny Road Section

Washington County

File No. 32855
PC 10-5-61
SB-20-5

Beaverton-Tigard Highway

Right of Way and Easements

PARCEL NO. 1

A parcel of land lying in the SE¼ of Section 15, Township 1 South, Range 1 West, W. M., Washington County, Oregon, the said parcel being that portion of said SE¼ included in a strip of land variable in width, lying on each side of the center line of the Beaverton-Tigard Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 165+00, said Station being 3168.08 feet North and 327.85 feet East of the Northwest corner of the Thomas H. Denny D. L. C. No. 47, Township 1 South, Range 1 West, W. M.; thence South 8° 33' 30" West, 1805.24 feet; thence on a spiral curve left (the long chord of which bears South 7° 33' 30" West, 600 feet; thence on a 5729.58 foot radius curve left (the long chord of which bears South 10° 29' 45" East) 3210.83 feet; thence on a spiral curve left (the long chord of which bears South 28° 33' East) 600 feet to Station 227+16.07.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
North line of said SE¼		200+00	175	
200+00		202+50	175 in a straight line to 150	
202+50		210+00	150 in a straight line to 130	
210+00		216+00	130 in a straight line to 100	
216+00		222+00	100 in a straight line to 215	
222+00		224+50	215 in a straight line to 300	
224+50		227+00	300	
North line of said SE¼		205+50		200
205+50		214+50		200 in a straight line to 135
214+50		219+50		135 in a straight line to the Easterly R/W line of R. R.
219+50		227+00		Easterly R/W line of R. R.

EXCEPT that portion of said strip of land lying within that property conveyed to Carlo Orlando by that deed recorded in Book 388, Page 568 of Washington County Deed Records.

ALSO EXCEPT the following described parcel, to wit:

Beginning at a point which is 55.32 feet Southerly of (when measured at right angles to) the center line of the S. P. R. R. at Station 11+00.10, said point also being 722.91 feet South and 189.98 feet East of the Northwest corner of the Thomas H. Denny D. L. C. No. 47, Township 1 South, Range 1 West, W. M.; thence North 10° 04' 33" West, 163.86 feet to a line which is parallel to and 105 feet Northerly of said railroad center line; thence North 88° 08' 32" West, parallel to and 105 feet Northerly of said railroad center line, 356.19 feet to a line which is parallel to and 200 feet Westerly of the center line of the relocated Beaverton-Tigard Highway,

which center line is described above, at a point which is opposite Station 202+20.15 on said highway center line; thence Southerly parallel and 200 feet Westerly of said highway center line to a point which is opposite Station 205+50 on said highway center line; thence South 19° 23' 42" East, 5.68 feet; thence on a 427.68 foot radius curve right (the long chord of which bears North 62° 41' 14" East) 381.47 feet to the place of beginning.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 18.82 acres outside of the existing right of way.

PARCEL NO. 2

A parcel of land lying in the SE¼ of Section 15, Township 1 South, Range 1 West, W. M., Washington County, Oregon, the said parcel being described as follows:

Beginning on the Easterly line of Parcel No. 1 at a point opposite and 300 feet Easterly of Station 225+60 on the center line of the relocated Beaverton-Tigard Highway, which center line is described in Parcel No. 1; thence Easterly in a straight line to the Northerly right of way line of existing Allen Avenue at a point opposite Station 25+30 on the center line of said relocated Allen Avenue; thence Westerly along the Northerly right of way line of existing Allen Avenue, 230 feet, more or less, to the Easterly line of Parcel No. 1; thence Northerly along the Easterly line of Parcel No. 1 to the point of beginning.

The center line of relocated Allen Avenue is described as follows:

Beginning at Engineer's center line Station 13+00, said Station being 2681.18 feet North and 1827.72 feet West of the East quarter corner of Section 22, Township 1 South, Range 1 West, W. M.; thence South 88° 36' 59" East, 1300 feet to Station 26+00.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.14 acre outside of the existing right of way.

PARCEL NO. 3 A permanent easement for structure, slopes and drainage over or on the following described parcel, to-wit:

A parcel of land lying in the SE¼ of Section 15, Township 1 South, Range 1 West, W. M.; Washington County, Oregon, the said parcel being described as follows:

Beginning at a point which is 55.32 feet Southerly of (when measured at right angles to) the center line of the S. P. R. R. at Station 11+00.10, said point also being 722.91 feet South and 189.98 feet East of the Northwest corner of the Thomas H. Denny D. L. C. No. 47, Township 1 South, Range 1 West, W. M.; thence North 10° 04' 33" West, 163.86 feet to a line which is parallel to and 105 feet Northerly of said railroad center line; thence North 88° 08' 32" West, parallel to and 105 feet Northerly of said railroad center line, 356.19 feet to a line which is parallel to and 200 feet Westerly of the center line of the relocated Beaverton-Tigard Highway, at a point which is opposite Station 202+20.15 on said highway center line; thence Southerly parallel and 200 feet Westerly of said highway center line to a point which is opposite Station 205+50 on said highway center line; thence South 19° 23' 42" East, 5.68 feet; thence on a 427.68 foot radius curve right (the long chord of which bears North 62° 41' 14" East) 381.47 feet to the place of beginning.

The center line of the relocated Beaverton-Tigard Highway herein referred to is described in Parcel No. 1.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.811 acres.

PARCEL NO. 4 A permanent easement for crossing over or on the following described parcel, to-wit:

A parcel of land lying in the SE¼ of Section 15 and in the NE¼ of Section 22 Township 1 South, Range 1 West, W. M., Washington County, Oregon, the said parcel being that portion of said subdivisions lying within the existing 120 foot right of way of the Southern Pacific Company (Tigard Branch) and included in a strip of land 110 feet in width, 60 feet on the Northerly side and 50 feet on the Southerly side of the center line of relocated Allen Avenue, which center line is described as follows:

Beginning at Engineer's center line Station 13+00, said Station being 2681.18 feet North and 1827.72 feet West of the East quarter corner of said Section 22; thence South 88° 36' 59" East, 663.04 feet to Station 19+63.04. Said center line crosses the center line of the main track of said Southern Pacific Company approximately at Station 17+30.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.35 acre.

PARCEL NO. 5 A permanent easement for crossing over or on the following described parcel, to-wit:

A parcel of land lying in the SE¼NE¼ and in the NE¼SE¼ of Section 22, Township 1 South, Range 1 West, W. M., Washington County, Oregon, the said parcel being that portion of said subdivisions lying within the existing right of way of the Southern Pacific Company (Tigard Branch) and included in a strip of land 110 feet in width, 60 feet on the Northerly side and 50 feet on the Southerly side of the center line of relocated Denny Road, which center line is described as follows:

Beginning at Engineer's center line Station 17+00, said Station being 11.89 feet North and 681.42 feet West of the East quarter corner of said Section 22; thence South 89° 00' 01" East, 373.85 feet to Station 20+73.85, said center line crosses the main track center line of said Southern Pacific Company approximately at Station 19+22.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.28 acre.

PARCEL NO. 6 A temporary easement for channel change over or on the following described parcel, to-wit:

A parcel of land lying in the SE¼NE¼ of Section 22, Township 1 South, Range 1 West, W. M., Washington County, Oregon, the said parcel being bounded on the Westerly side by the main line center line of the Southern Pacific Company, bounded on the Easterly side by the Easterly right of way line of said Southern Pacific Company, and bounded on the Northerly and Southerly sides by lines at right angles to the center line of the relocated Beaverton-Tigard Highway, at Stations 244+10 and 245+10, respectively. The center line of the relocated Beaverton-Tigard Highway, herein referred to being described as follows:

Beginning at Engineer's center line Station 235+03.49, said Station being 1776.82 feet North and 661.95 feet West of the East quarter corner of said Section 22; thence on a spiral curve right (the long chord of which bears South 25° 28' 06" East) 700 feet; thence on a 1637.02 foot radius curve right (the long chord of which bears South 13° 14' 45" East) 231.67 feet; thence on a spiral curve right (the long chord of which bears South 1° 01' 24" East) 700 feet to Engineer's center line Station 251+35.16.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 0.12 acre.

bf/hw

RECEIVED
FEB 28 1962
FOR FILING

Batteries Radiators - Brass - Aluminum - Copper - Lead - Zinc

SW-466 (4)
6650

O. R. NICHOLSON & SON

DEALER IN SCRAP METAL

Post Office Box 295
BEAVERTON, OREGON

MI4 4334
Phone Beaverton 4-4381

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Cooper

Dear Sir:

Our business is in the line of the purposed freeway connecting Baldock and Sunset.

In 1959 I talked to Mr. Williams and he stated that early in 1960 you would be buying right of way. Two years have now passed and we are still waiting.

We are sure you realize that business like ours cannot be re-located in a short time and even the uncertainty is costing us money. We also have three renters who are uneasy and unhappy because we are unable to give them the customary lease. We have postponed purchase of badly needed equipment about as long as we can.

I am out of town much of the time except on Wednesday and wil appreciate it if your representative will let me know when to expect him so I can arrange my schedule so I can be here. I f he can make it on a Wednesday it will help me.

May I hear from ycu immediately?

Sincerely,
C. B. Finley

C. B. Finley, partner
O. R. Nicholson & Son

CBF/cf

original
- to Wright
2-28-62

Mr. Wright
w/ envelope

N

W E

S

BEAVERTON CITY

CANYON RD

UNION OIL TANKS

BERTHA BEAVERTON HILLSBORO HWY

O.B. NICHOLSON PROPERTY

PURPOSED FREEWAY

RECEIVED
JAN 26 1962
FOR FILING
SU-466 (4)

January 25, 1962

Mrs. Lucille Williams
110 S. W. 137th Street, Apt. 1
Beaverton, Oregon

Dear Mrs. Williams:

Reference is made to your recent letter requesting maps covering the Sunset-Baldock area in connection with the purchase of a home in the vicinity.

I am concerned that maps or sketches for this purpose could be quite misleading to you as they require engineering interpretation. For this reason, I suggest that you call Mr. A. E. Johnson Division Engineer, at our division office in Portland, telephone CL 4-7741, Ext. 262, to look at the maps and discuss our tentative plans in the area with him or one of his representatives. It would probably be advantageous to call Mr. Johnson for an appointment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

LEY:mmb

cc: Mr. G. E. Rohde
Mr. A. E. Johnson
Mr. R. L. Porter

REFERRED TO
State Hwy Engr
BY

Mrs. Lucille Williams
110 S.W. 137th, Apt. 1
Beaverton, Oregon

Oregon State Highway Department
Salem, Oregon

Young
Please Handle

Gentlemen:

Please send to me whatever available maps or sketches covering the new Sunset-Baldock Connection, North Unit.

I am planning to purchase a home in this area and this information will be most helpful.

Thank you,

Lucille Williams

Lucille D. Williams

RECEIVED
JAN 22 1962
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO

REFERRED 1/23/62
TO Nelson
FOR Check w/ Atty
ACTION TAKEN
L. H. YOUNG

RECEIVED
DEC 6 1961
FOR FILING

SU-466(4)

TO : 6660

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: December 4, 1961

TO : Mr. Forrest Cooper
Acting State Highway Engineer
Salem, Oregon

FROM : C. O. Folk, Division Engineer
08-35.3 Salem, Oregon

SUBJECT: Oregon Federal-aid Urban Program

Reference is made to Mr. Porter's letter of November 16 regarding right-of-way acquisition for several parcels on Project US-466(2).

Combination of previously authorized parcels 32919, 32920 and 33394 under file number 32920 appears satisfactory. The addition of former parcel 33393, which is adjacent to the above group, to file number 32920 also appears desirable.

Our August 31, 1961 authorization to proceed with right-of-way acquisition on this project is therefore amended effective this date to include parcel number 32920 as shown on map file 88-20-5 submitted with your letter of November 16. We note that this authorization involves no change in obligated funds and therefore results in no revision of the reimbursable obligation balance for this State.

Copy to Young Wright

RECEIVED
NOV 17 1961
FOR FILING
Const

November 16, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

References is made to our letter of August 24, 1961, requesting authorization to proceed with right-of-way acquisition of 12 parcels on the Sunset Highway-Beaverton Section, Project US 466(2).

We are enclosing a copy of a letter from our Right-of-Way Division advising that Files Nos. 32919, 33396 and 32920 are now under one ownership and are combined under File No. 32920. Also File No. 32920 now includes one small adjacent parcel formerly listed under File No. 32919 that was not in the listing submitted with our letter of August 24, 1961.

We are sending under separate cover one copy of right-of-way map File 68-20-5 showing these revisions and request your approval to proceed with the purchase of the property under File No. 32920 as revised.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JWW:bb

cc: Walter T. Wright

RECEIVED
AUG 25 1961
FOR FILING

SW-466(4)
Wash.

August 25, 1961

Mr. Paul L. Kertes
13730 S. W. 72nd Avenue
Tigard, Oregon

Dear Mr. Kertes:

Your verbal request to Mr. Floyd Query, Secretary to the Oregon State Highway Commission, for a copy of the redesigned interchange just north of Bonita Road has been referred to me for reply.

Attached is a preliminary copy of the plan for the proposed interchange where the Beaverton-Tualatin Highway connects to the Baldock Freeway. This interchange lies approximately 2,2000 feet to the north of the existing Bonita Road overcrossing of the Baldock Freeway. The ramps that connect to Bonita Road at the present time will be taken out when this new interchange is constructed.

We expect to hold a public hearing in the near future concerning the redesign and reconstruction of several interchanges on the Baldock Freeway in Multnomah, Washington, and Clackamas Counties.

Very truly yours,

W. C. Williams
State Highway Engineer

[illegible]
cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Floyd Query
GKA:jp

RECEIVED
AUG 29 1961
FOR FILING

Sur-426 (4)

GGSP

August 22, 1961

Oregon State Bureau of Labor
115 Labor & Industries Building
Salem, Oregon

Attention: Mr. Harry Baker

Gentlemen:

The State Highway Commission at its meeting on July 28, 1961 adopted a survey concerning improvement of the Sunset Highway-Pacific Highway Section of the Beaverton-Tigard Highway, Washington County, and designating this highway as a throughway. For your information we have attached sketch maps showing the route of the new highway section and a copy of the Commission's resolution adopting the survey and throughway (Survey Resolution No. 213-b).

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

mc

Encl.

August 22, 1961

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem, Oregon

Dear Mr. Appling:

In compliance with Oregon Laws which require that the Oregon State Highway Commission forward copies of all resolutions designating highway directives to the office of the Secretary of State, there is attached for your files and records a certified copy of each of the following resolutions:

Survey Resolution No. 213-b, adopted on July 28, 1961, adopting the survey for the Sunset Highway-Pacific Highway Section of the Beaverton-Tigard Highway, Washington County, and designating this highway as a throughway.

Survey Resolution No. 239, adopted on May 26, 1961, covering the survey for the Fikes Corner-Hood River Section of the Mt. Hood Highway, Hood River County, and designating this highway section as a throughway.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

Encls.

7/28/61
Ha-2

August 18, 1961

Hon. Howard Chapman
Mayor of Beaverton
City Hall
Beaverton, Oregon

Dear Mayor Chapman:

The State Highway Commission at its meeting on July 28, 1961 adopted a survey concerning improvement of the Sunset Highway-Pacific Highway Section of the Beaverton-Tigard Highway. This survey revises the southerly end of the previous survey adopted by the Commission on June 3, 1960 and establishes the Beaverton-Tigard Highway as a throughway. For your information we have attached a sketch map showing the route of the new section and a copy of the Commission's resolution adopting the survey (Survey Resolution No. 213-b).

You will recall that a public hearing on this project was held in Beaverton on April 12, 1960 and a transcript of the hearing was sent to you. The Commission took action only after careful study of the transcript and consideration of the Highway Engineer's recommendation.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc
Encl.

cc: Washington County Court
Courthouse
Hillsboro, Oregon

V. D. Wolfe

RECEIVED
AUG 7 1961
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

August 3, 1961

C. G. Polk, Division Engineer
08-35.7 Salem, Oregon

Right-of-Way Acquisition
Beaverton-Tigard Highway FAS Route 628

A review of the proposed route for this project convinces us that the State should seriously consider obtaining right-of-way for future interchanges where at-grade crossings are presently contemplated. There seems little doubt that the completed highway will result in commercial and industrial development near the proposed at-grade crossings. Obtaining right-of-way for interchanges would be far more economical today than in the future. This is particularly true at Allen Avenue, Denny Road, Greenburg Road and S.W. 95th Avenue. We urge you to reconsider your position and request a letter from you as to your final conclusions.

Concerning the crossings at Allen Avenue and Denny Road we note that the proposed expressway is adjacent to the railroad which would make it difficult to develop future interchanges because of insufficient area for on and off ramps. This could result in heavy expenditures of funds in the future for right-of-way and railroad adjustments. Your comments are requested.

RECEIVED
APR 3 1961
FOR FILING

Comer
Ford Ard
Kary v Hire

408 State Highway Building
Salem, Oregon

March 24, 1961

Mr. H. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Right-of-way Acquisition
Beaverton-Tigard Highway, FAS Route 628

In my letters of March 13 and March 17, 1961, I expressed concern over your stated intention of developing a portion of the subject route as an expressway with full control of access and the remaining portion as a freeway. It is my feeling that adequate right-of-way should be secured for ultimate interchanges at appropriate points throughout this connecting route in order that this facility can be made compatible with the Baldock and Sunset Freeways.

I would appreciate receiving a letter from you assuring that adequate right-of-way will be secured at an early date for ultimate interchanges at presently proposed channelized intersections.

original to Porter

NOTED
FORREST COOPER

RECEIVED
MAR 16 1961
FOR FILING
Comm
Ind Clerk
Purch & Surv.

408 State Highway Building
Salem, Oregon

March 13, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.3 Salem, Oregon

Beaverton-Tigard Highway System Action

Attached is the original copy of Mr. French's action approving the addition of the Beaverton-Tigard Highway to the Federal-aid Secondary System in Oregon and an approved copy of supplemental tabulation No. 142.

In order to clear the route for your programing of the right-of-way and expedite our authorization to proceed with acquisition, the addition was approved on the basis of information submitted in two letters dated February 15, 1961 from Mr. Cooper and subsequent verbal agreements. Though some of the following comments do not apply to the system action, serious consideration should be given to them during future programing or preparation of designs on the route.

Since preparation of a complete report including a road-user analysis on the route would not be feasible prior to the completion of the Vancouver-Portland Metropolitan Transportation Study, Mr. Edwards has verbally agreed to withdrawal of HPS financing for the field survey work. Early action would be appreciated.

The matter of the junction of this route with Interstate Route 5, which involves moving an access point, will require approval by our Washington office as an additional point of access. We would appreciate receiving the comparative estimate made by your department to show that the most economical solution is being considered in order that the proposal may be forwarded with the favorable recommendations of this office and our Regional office. A determination also should be made as to whether the interchange must be financed with Secondary, or Interstate funds or jointly by both classes of funds, in accordance with National policy.

We are still concerned over the stated intention of developing a portion of the route as an expressway with full control of access and the remaining portion as a freeway. Any intention to introduce traffic signals or stop signs on this route should be given further serious study. It is our impression that, regardless of the current development, you should secure adequate right-of-way for ultimate interchanges at appropriate points throughout the route. The importance of this cannot be over-emphasized, especially in view of the fact that the route will eventually connect two freeways, the Baldock and the Sunset, and the connecting link should be a highway of no lesser standard.

Attachment

RECEIVED
FEB 16 1961
FOR FILING
Comm
Ind Civil
Prog. & Dist

February 15, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reply is made to your letter of February 7 concerning the Beaverton-Tigard Highway system action. We answer in turn the four points of your letter as follows:

1. If the present rate of allocations continues, about $3,420,000 will be available each year for construction on the primary system in Division I. This includes all of the urban funds.

A study was completed in 1960 which showed that the primary needs in Division I total $76,717,000; however, special attention should be given to the following listed projects where the situation is particularly acute:

Mt. Hood Freeway, Rose Island Bridge-Gresham Section	$20,026,000
Lower Columbia, Stadium Freeway-St. Johns Bridge	7,241,000
Cascade Highway, Alberta Street-S. P. Overcrossing	7,606,000
Sunset Highway, North Plains-Cornell Road	1,665,000
Highlands Interchange-Stadium Freeway	8,441,000
Oswego Highway, S. W. Hamilton-Main Street (Oregon City)	6,945,000
Total ---	$51,924,000

In the above tabulation, no consideration has been given to any addition to the system, such as the Fremont Freeway or the Cascade Freeway. The money shown for the Cascade Highway is based on a couplet system.

If all of the available money is spent on the critical projects listed, it will be 15 years before they are completed. In view of the extremely critical situation delineated above, you can well understand the futility of attempting to place more burden on the already overtaxed primary and urban funds.

2. You ask for further data ". . . including an estimate for Alternate 1 on a comparable basis with the other six alternates . . .". The estimate on Alternate 1 was prepared by location survey methods. It does not seem that we should waste engineering manpower prepparing further estimates on this line nor do we propose to make location estimates on the other six alternates. Our experience has been that our reconnaissance estimates have been sound and have been justified by location work.

In our letter of December 23, we stated: "It will be some time, possibly a year, before a sound, complete road-user cost analysis can be made. Any data which we have attempted to calculate at this time is obviously erroneous, no doubt for the reason that correlation with other parts of the study must be made to achieve a true cost analysis."

The data which was used in the attempt to prepare a road-user cost analysis was taken from an origin-destination study in the Scholls area. Examination of the traffic figures indicates by far the greater segment of the traffic using this facility obviously originating and traveling along the Portland-Beaverton access; consequently, a true picture cannot be presented until the complete Portland analysis is available.

The availability of right of way at the present time is a very, very major factor. You will note from the aerial mosaic which was presented that the route selected skirts through the one belt of unoccupied property requiring a minimum amount of taking of highly developed industrial and residential property. We call your attention to the subdivision which was planned in the Cedar Hills area which would have resulted in more costly construction and of the

several industrial layouts in the Tigard-Sonita Road area which will be critical if right of way is not promptly secured and also the development of a school unit in the vicinity of Progress.

3. It is our intent to take full control of access and to provide for ultimate freeway standards from the junction of the Sunset Highway to a point south of the Beaverton-Hillsdale Highway and for channelized intersections at major road crossings from that point to the southern terminus, except that we plan to construct interchanges at [illegible] and, of course, at Interstate 5. Access will not be permitted at any point except at interchanges and at the major road channelizations.

4. We do not agree to revision of any of the rules under which Bureau and State participation have previously been established. We have been and will continue to submit study copies of interchanges and major channelizations. Beyond that, we see no reason to deviate from established practices.

It is our opinion that the route selected is the only feasible one from the standpoint of right of way if no other. We also believe that speed is of the essence and that it behooves us to promptly work out agreements and start acquiring property before we are faced with construction of expensive improvements in the area which would appear to be almost a certainty. We urge your early approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

TE:jw FC:fn

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: February 7, 1961

By: D M Emrich
D. M. Emrich
Acting Division Engineer

FROM : C. G. Polk, Division Engineer
08-35.3 Salem, Oregon

SUBJECT: Beaverton-Tigard Highway System Action

Mr. Cooper's December 23, 1960 letter furnished additional information concerning various alternate routings considered for the proposed Beaverton-Tigard Highway and factors to support the proposed classification of the highway.

Our Regional Engineer has not redelegated authority to Division Engineers to take final action on approving general locations, control points and revisions thereof in connection with Federal-aid primary and secondary systems. Therefore, your supporting information was forwarded to Mr. B. M. French.

The system classification of the Beaverton-Tigard Highway was discussed during a January 24 conference in this office with Messrs. Cooper and Edwards. On the basis of this discussion, Mr. French now is prepared to accept the route for a Federal-aid Secondary System designation to avoid delay in the purchase of right-of-way in an area of rapid growth. Though classifications of routings should not be based on financing considerations, if your department initiates a formal system action proposing the Beaverton-Tigard Highway as an FAS route, our Regional office will give it favorable consideration providing your supporting information includes the following features:

(1) Discussion of the availability of Federal-aid primary funds in Division I and plans for the use of these funds during the next several years.

(2) Provide support for the routing through submission of all available study data not previously furnished including an estimate for Alternate 1 on a comparable basis with the other six alternates and the Road User Analysis. If the road user benefit does not conclusively support the favored route, other factors influencing the selection should be stated. The availability now of right-of-way at a reasonable cost is understood to be an important consideration.

Ed Cl
Please see
me

CONSTRUCTION DIVISION
RECEIVED
FEB 9 1961
NOTED-- ☐ ☑ ☐ ☐ ☐
OE AOE AOE DOE

NOTED
FORREST COOPER

(3) Certification that ultimate full control of access is planned.

(4) Agree to permit this office to approve the preliminary design details for the portion of the routing outside the urban area on a basis comparable to the practice within the urban area. This procedure is necessary since the type of highway being considered is outside the normal concept of a secondary route.

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 1 1961
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

DATE: January 27, 1961

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
08-35.2 Salem, Oregon

By: A. F. Bester
Acting Division Engineer

SUBJECT: Oregon Project I-5-6(-)250 and SH-15, Beaverton-Tigard Highway
Proposed Connection

A preliminary plan for the connection of the proposed Beaverton-Tigard Highway with Interstate Route 5 in the vicinity of Bonita Road has been presented to this office for our review. This plan utilizes the existing Bonita Road structure and makes a simple diamond connection with Interstate Route 5. It is necessary to eliminate the Upper Boones Ferry interchange in order that this proposed connection will function properly.

There are several alternate solutions to the problem that exists in this area that we believe will give better traffic service to the area, and at the same time help remove some of the undesirable connections from Interstate Route 5.

One of the most desirable alternates would shorten the proposed Beaverton-Tigard Highway by approximately 3,000 feet. This proposal is to move the connection to the freeway to a point about 3,000 feet northerly of the Bonita Road over-pass structure. This would also eliminate two curves on the Beaverton-Tigard Highway, one of which is a 10° curve. If this connecting point to the Interstate is utilized, then the existing connection at Bonita Road would be eliminated. All traffic originating in this area would then use the Upper Boones Ferry interchange for access to the Interstate.

The other alternate would be quite a bit more costly and require one more structure than the first one suggested. This alternate would make its connection just north of the Upper Boones Ferry interchange thereby requiring that that interchange be eliminated. The local traffic could then utilize the Bonita Road connections for travel to and from the north and could utilize the local road network and the Lower Boones Ferry interchange for travel to and from the south.

Edw

The preliminary plan that indicates a connection to the Interstate at Bonita Road has a very limited sight distance over the existing Bonita Road structure. The approach grades to this structure are a +8.2% on the west and a -7.85% on the east with a 150 foot vertical curve connecting them. This provides a sight distance for a speed of approximately 18 m.p.h. using AASHO standards.

NOTED
FORREST COOPER

-more-

It is our understanding that the main reason that the present routing in this area was selected was to miss some property that is considered industrial. It would appear that your presently proposed connection would do more damage to the future development of this property by boxing it in on three sides by controlled access highway than the first alternate we have suggested. This alternate would permit this property to have access to the existing Red Rock Road (S.W. 72nd Avenue) and still permit possible connections to the railroad.

We request that the alternate solutions suggested be given careful study before the location in this area is finally adopted.

RECEIVED
JAN 30 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 20 1961
FOR FILING
SU-446 (4)

July 19, 1961

Oregon State Highway Commission

Gentlemen:

In June of 1960, you approved our survey on the Sunset Highway-Pacific Highway Section of the Beaverton-Tigard Highway.

At that time, the southerly end of the survey connected to the Pacific Highway at Bonita Road. We have been unable to get the Bureau of Public Roads' approval on an interchange at Bonita Road but have designed an interchange approximately one-half mile north of Bonita Road which the Bureau of Public Roads has approved. It is our desire to revise our survey approval resolution to the present interchange area.

The length of this section is 7.18 miles, and I am attaching a map for your information. This map shows the presently revised line in solid dashed line and the previously approved line with an open dashed line.

There were no questions regarding our routing in this area at the public hearing, and there has been no right-of-way acquisition made in this area.

I request your approval of the survey as revised, with authority to purchase the necessary right of way.

It is also proposed that this route be made a throughway, and, in this connection, maps have been prepared showing the designation. It is recommended that the Commission adopt a resolution placing this section on the throughway system.

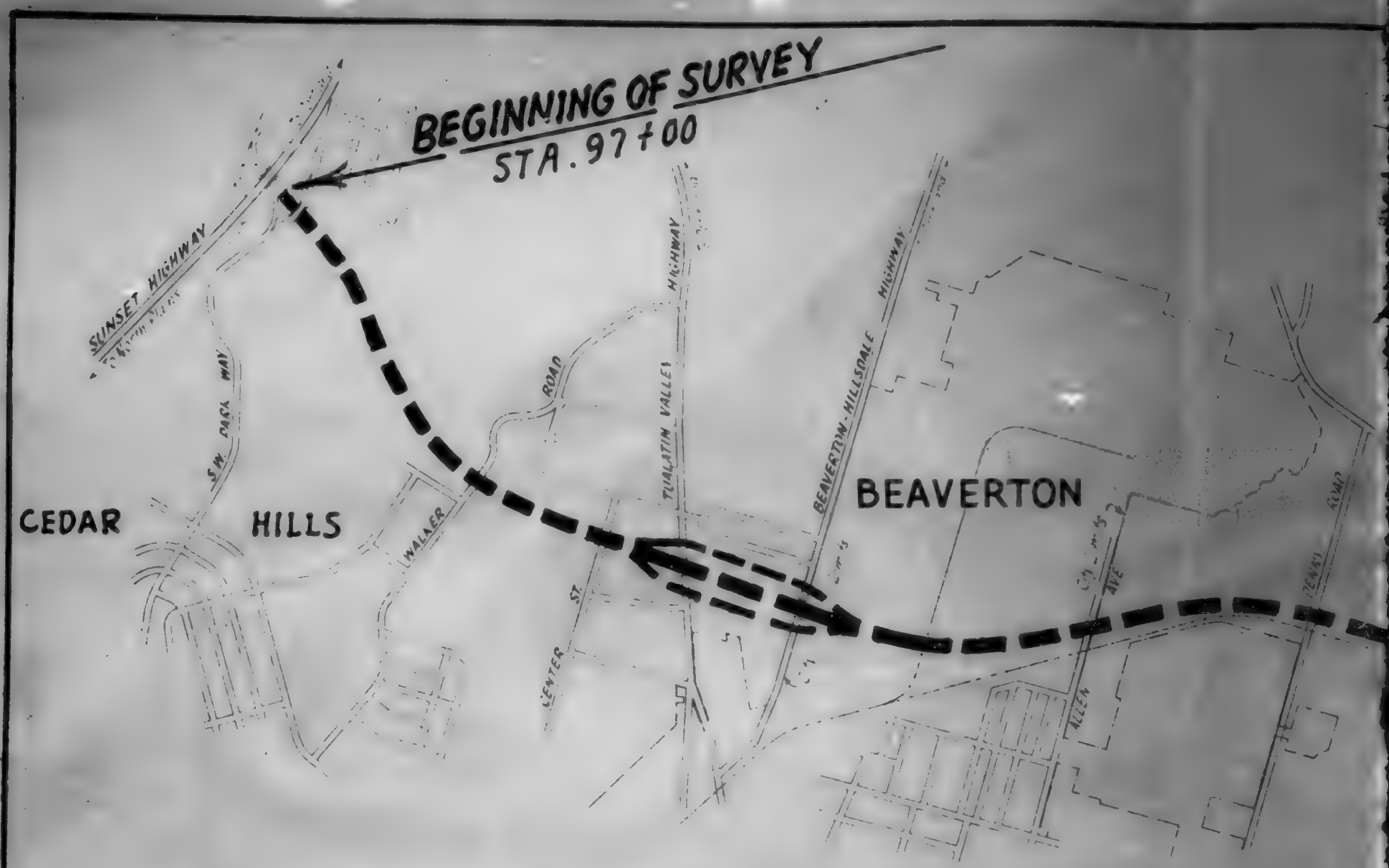
This matter will be on the agenda for your consideration at the July 28 meeting.

Very truly yours,

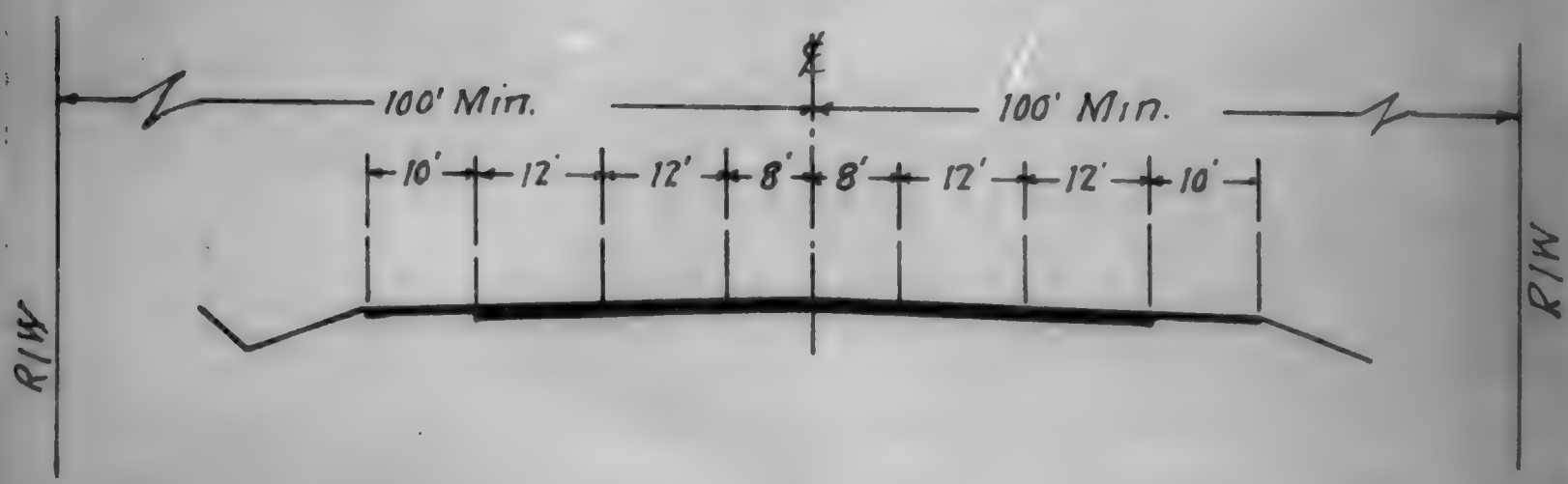
W. C. Williams
State Highway Engineer

DJB:jk FC:fn me

Enclosure
cc Tom Edwards
Walter Wright



TYPICAL SECTION



7.18 Mi.

END OF SURVEY (REVISED)
STA. 476 + 17

PACIFIC HIGHWAY
To Portland

Existing Highway

TIGARD

Progress

Relocated Highway

OREGON STATE HI
Survey A

SUNSET HIGHWAY-P
BEAVERTON - T
WASHING

Scale: 1" = 2000'

DRG. NO

For details see Drg. No. 8

Public Hearing _____ April 12, 1960

System Action

County _____ June 17, 1960

State Highway Commission _ July 7, 1960

Bureau Of Public Roads _ March 7, 1961

Throughway Resolution Adopted _ Required

Access Control _____ Complete

APPROVED:

DEPUTY STATE HIGHWAY ENGINEER

July 14, 1961
DATE

IR-3-1273

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

SUNSET HIGHWAY-PACIFIC HIGHWAY SECTION

BEAVERTON - TIGARD HIGHWAY

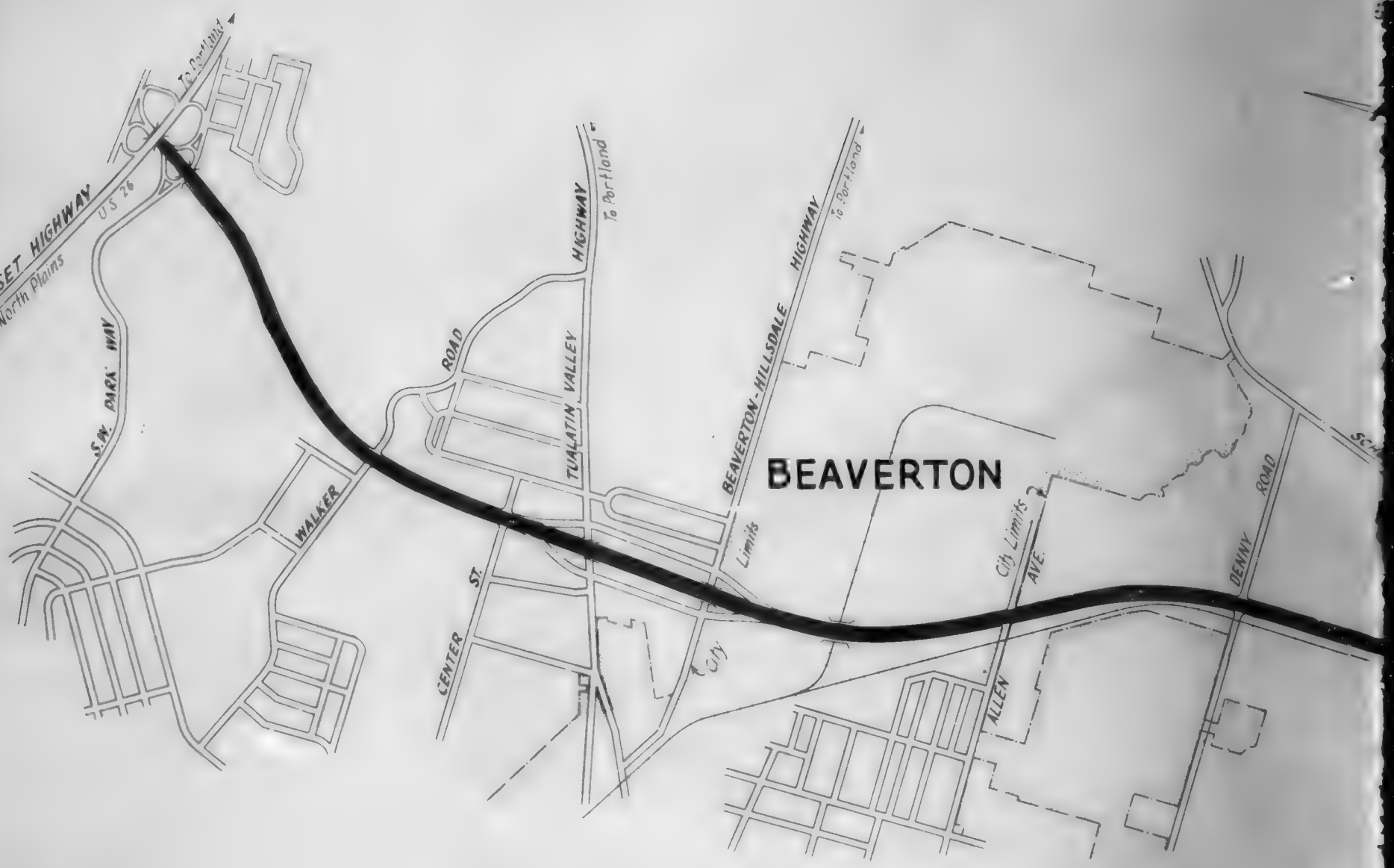
WASHINGTON COUNTY

Scale: 1" = 2000'

May , 1960
May , 1961

DRG. NO. IR-3-1273

For details see Drg. No. 8B-20-5 · Jan. 1961 , 8B-20-6 · Oct., 1960


SUNSET HIGHWAY
To North Plains
US 26
To Portland
S.W. PARK WAY
WALKER
ROAD
TUALATIN VALLEY
HIGHWAY
To Portland
BEAVERTON
CENTER ST.
City Limits
City Limits
BEAVERTON-HILLSDALE HIGHWAY
To Portland
CITY LIMITS AVE.
ALLEN
DENNY ROAD
SCH
L
Throu
Exce

OREGON STATE H

Sket

THROUGHWAY

BEAVERTON

WASHING

Ma

DRG. NO.

·LEGEND·

Throughway Portion

Excepted Portion

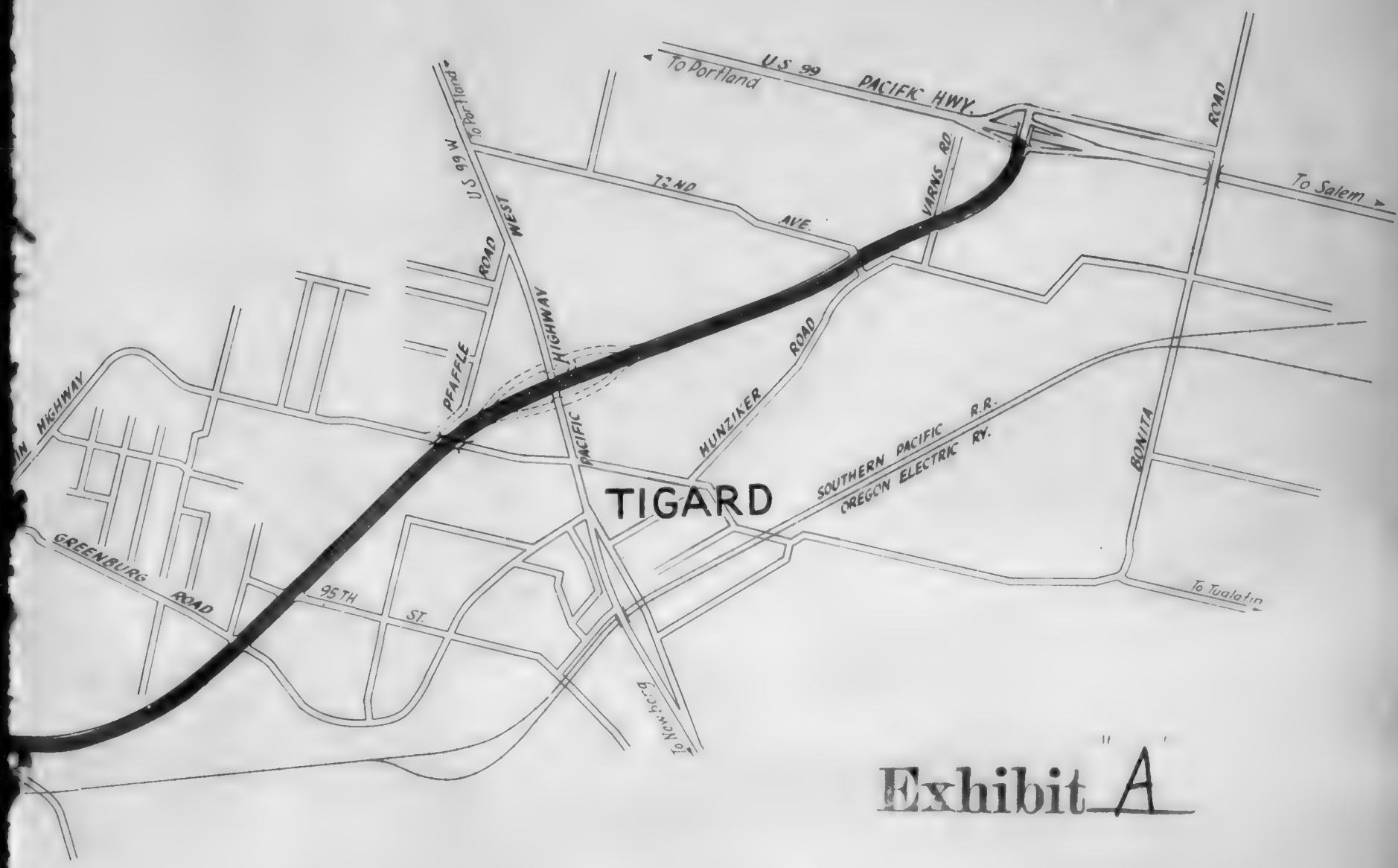


Exhibit "A"

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

THROUGHWAY DESIGNATION

BEAVERTON - TIGARD HIGHWAY

WASHINGTON COUNTY

May, 1961

DRG. NO. 1R-3-1312

RECEIVED
JUN 19 1961
FOR FILING

SU-4466(4)
66650

Salem, Oregon
June 13, 1961

Throughway Resolution
Beaverton-Tigard Highway
Washington County

Mr. L. I. Lindas
Chief Counsel
O F F I C E

The Highway Commission proposes to relocate and construct the subject highway to freeway standards. The relocated highway extends from an interchange with the Sunset Highway on the north to an interchange at the Pacific Highway on the south as shown colored in red on the attached map.

Will you please prepare sixteen copies of a resolution putting this highway on the throughway system.

G. S. Paxson
Assistant State Highway Engineer

JDG:mm
Att.

cc: C. G. Swenson

RECEIVED
JUN 19 1961
FOR FILING

FORM E-20 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1961

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Throughway Resolution
Beaverton-Tigard Highway
Washington County

Attached is a suggested letter to the Legal Division requesting preparation of a resolution which will put the subject highway on the throughway system.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

NOTED
G. S. PAXSON

RECEIVED
MAY 5 1961
FOR FILE
SU-1166(9)
1959
MARK O. HATFIELD
GOVERNOR
6650

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM

May 3, 1961

NOTED
W. C. WILLIAMS

Mr. W. R. Nichols
P. O. Box 342
Lake Oswego, Oregon

Dear Mr. Nichols:

Thank you for your most recent letter.

Efforts have been made on several previous occasions to answer the questions which you have raised in your letter. We have not been able to satisfactorily answer them so it appeared to be pointless to go into detail again. I can only say that the decisions which have been made after conscientious and objective evaluation of all engineering and other data which has been made available.

Your objections have been carefully reviewed by this office and by the Highway Commission itself. We are not aware of new material which would justify a change in the initial decisions. Although we appreciate your interest in bringing your views to our attention, we cannot but come to the conclusion that the decisions which have been reached should remain in effect.

Sincerely yours,

Governor

H:nj

bcc: Mr. W. C. Williams

RECEIVED
MAY 5 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 5 1961
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

RECEIVED
MAR 17 1961
FOR FILING

March 15, 1961

Mr. W. R. Nichols
Post Office Box 342
Lake Oswego, Oregon

Dear Mr. Nichols:

We have been furnished with a copy of your letter to the Honorable Mark O. Hatfield, Governor, and his reply to you. I wish to assure you that your interests have been given every consideration, as requested in the Governor's letter.

As you no doubt are aware, we have studied and evaluated a number of various locations through this area and in our opinion have selected a route which will best serve the requirements of the traveling public and at the same time disrupt the future growth of this area to the smallest possible extent.

Prior to the start of our studies in this area, the Washington County Planning Commission had conducted studies of its own and determined that a highway in this general vicinity was an absolute necessity to the continued growth and development of the area.

It is, as you must realize, impossible to develop a highway through a fast-growing area of this nature without disrupting the plans or proposed development of some property owners, but it is our firm opinion that our present plan holds this to a minimum.

We wish to thank you for your interest in highway matters and are attaching a print showing our proposed plans and requirements in the area of your property.

Very truly yours,

W. C. Williams
State Highway Engineer

DJB:jk mm
Enclosure
cc Governor Mark O. Hatfield
Forrest Cooper
Tom Edwards

Ho.
Barn
J.E. Stewart et ux
262 - 775
I.P.
I.L. Graybell et ux
409 - 418
395 - 40
F.I. Diersh
288 - 76
40'
I.P.
R.C. Rittenour et al
423 - 817
Catherine Albino
426 - 682
425
348
350'
35'
I.P.
I.P.
35'
Ho.
G.
115'
Marie Kokich et vir
322 - 421
165'
M.B. Pattullo et al
279 - 764
G.
115'
L. Woodward et ux
361 - 190
Ho.
Ho.
Chick Ho.
100'
V.A. Smith et ux
385 - 393
Ho.
Ho.
245'
Emil Leimenstoll et
243 - 591
Ho.
Layman et ux
5 - 189
C.A. Hurley et al
373 - 28
Western Iron Works
T.M. Rose
426 - 92
265'
100'
Rex Mc Bride et ux
274 - 457
Ho.
Ho.
100'
Shed
H.H. Haskell et ux
399 - 190
399 - 188
Factory
Offices
shop
24000

Ho

Ho.

Barn

J.E. Stewart et ux
262 - 775

I.P.

I.L. Graybell et ux
409 - 418
395 - 40

F.I. Diersh
288 - 76

40'

R.C. Rittenour
423 - 8

Catherine Albino
426 - 682

350'

25'

I.P.

I.P.

35'

Ho

G.

115'

Marie Kokish et vir
322 - 421

165'

M.B. Pattullo
279 - 76

G.

L. Woodward et ux
361 - 190

Ho.

Ho.

100'

Chick

Ho.

V.A. Smith et ux
385 - 393

205'

Emil Leimenst
243 - 59

Ho.

E. F. Layman et ux
305 - 189

C.A. Hurley et al
373 - 28

Western Iron Works

T.M. R
426 -

265'

100'

Rex Mc Bride et ux
274 - 457

Ho.

Ho.

G.

100'

Shed

H.H. Haskell et ux
399 - 190
399 - 188

Factory

Offices

shop

74,000

S.W.

N 73,000

C.P. Bradbury et ux
411 - 105

E. Adamson et ux
283 - 315

V.H. Longville et ux
250 - 67

A.J. Rigert et ux
289 - 261

P.C. Heisel et ux
355 - 249

354 - 127

E.A. Erfeldt et ux
250 - 677

W.F. Schedler
425 - 571

H.T. Hordiman et ux
334 - 176

J.P. Doughty et ux
236-383 420-401

Appliance Store

To Portland

HWY

VALLEY

Willamette Investment Co.
417 - 486,539 ± 541

Born

Office

Car Display & Repair

Stores

Apts

Shed

T.M. Rose
426 - 92

Rees

Chick Ho.

Auto Sales

Pittenour et al
817

Albino
92

Attulla et al
764

Timenstoll et ux
591

425-348

310'

200'

175'

150'

170'

265'

30'

S. W. 109 th Ave.

S T D A L E

S. W. 110 th Ave.

E. Adamson et ux
105
253 - 315

Claremont Investment Co.
427 — 239
Contract Purch.

Access Control Line

100

183 - 05.24 P.S.

600' Sp.
S = 3° 00'
a = 0.1667

175

Portland Trust Bank
341 — 79

180

200

W E S T W A R D

S. W. 113 th

200.

100

To Portland

Beech Ave.

SANDBE

Maple Ave.

SUBDIVIS

Larch Ave.

HWY

LSDALE

Ho.

G.

D.C. Bird
403 - 575

N. Sauer
403 - 93

B.L. Dahl
332 - 53

F. English et ux
321 - 442

C. Grzybowski et ux
322 - 235

P.S.C.

C.S. 24

POB

Sp.
0.67
175

Beech Ave.

ANDBERG

Maple Ave.

N671,000

E1,413,000

BDIVISION

No. No. No. No.

Larch Ave.

No. No.

Beave
307

Easement

Easement

H. H. Haskell et ux
399 - 190
399 - 188

Factory

Offices

shop

S.W.

114th

N674000

E1412000

Ave.

Section 10

Section 15

Conc. Block Bldg.

Section 10
Section 15

26. R/W

Car Chevrolet Co.

Metal Shed

Ho.

G.

Ho.

Ho.

Pet Hospital

Gift Shop

Supermarket

Offices

Factory

Stores

G.

Conc. Block Bldg.

Lots & Office

VALLE

TUALATIN

To Beaverton

Service Sta.

Beauty Shop

Auto Sales

Tavern & Barber Shop

First Nat'l Bank

423 - 660

Auction House

Garage

Beaverton City Limits

Shed

Auction Shed

Access Control

WESTWARD HOMES

S. W. 113th Ave.

185

200'

ral Line

O.E. Sudtell et ux
268 - 175
320 - 386

Washington County
151 - 41

O.E. Sudtell et ux
268 - 175
320 - 386

110'

N 672,000

E 1,414,000

40'

30'

300'

BEAVERTON

32850

To Beaverton

32849

2 5
349-645

Union Oil Co.

BEAVERTON
HILLSDALE
AVE.
Drake Co.
349 - 645
O.R. Nicholson et al
272 - 253
Oregon Electric R.R. Right-of-Way (Abandoned)
Union Oil Co. of California
152
593
32850
545
25-94
32852
A.M. Bornes
278 - 483
Champion Petrol
371 - 169
32851
Paint Shop
C.O. Nicholson
274 - 609
Grzybowski
322
Empire
321
Metal
90'
75'
165
195
190
175
200
3205
3203
187+03 09 25 P.O.T.
126+63 09 25 P.O.T.
224 P.S.C.
260'

Ave.

No.

No.

10

C.D. Michaelson
274 - 609

32854

175

195

30' Easement

20' Easement

I.P. N.W. Cor Denny D.L.C.
N. 670,870.05
E. 1,412,329.15

100

130'

200

130'

180'

32853

32856

Carlo Orlando
151 - 262-3
388 - 568

MARK O. HATFIELD
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM

February 22, 1961

Mr. W. R. Nichols
P. O. Box 342
Lake Oswego, Oregon

Dear Mr. Nichols:

Thank you for your recent letter.

Although I would like to meet with you, my schedule is very full during the time of the Legislature. Further, I have confidence in the review of these problems which has been conducted by my executive assistant, Mr. Warne Nunn and by the Highway Department. I have requested the Highway Department to give your interests every possible consideration.

Thank you again for your interest in writing.

Sincerely yours,

Governor

CONSTRUCTION DIVISION
RECEIVED
NOTED-- CE ACE ACE COE

H:nj

cc: State Highway Department ✓

Edw: Is our design firm?
Show R/W lines & access
Copy

RECEIVED
FEB 24 1961
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
By Ass't. Construction Engineer

Map furnished
No R/W proposed

COPY

Highway Dept

1960 S. W. Twin Fir Road
P. O. Box 342
Cowego, Oregon
May 28, 1960

Hon. Mark O. Hatfield, Governor
State Capitol
Salem, Oregon

SUBJECT: 1955 Proposed Baldock Freeway Connection with Sunset Highway to the Coast (Page 118, Hwy Plan Book, which states "It bypasses Beaverton to the West")
Present Highway Proposal: To put this highway East of Beaverton from Bonita Road to Cedar Hills.

Dear Governor Hatfield:

Thanks for your letter of May 26th.

I would like to discuss the above subject with you personally due to the fact, in my opinion, there is a conflict of interests which I feel should be taken up with the Governor only. It is my desire to avoid public embarrassment of highway officials owing to substantial property values involved which will be vitally affected by a change of locations of the proposed highway development.

The new proposed highway would be an irreparable damage to Beaverton and in 5 years or over additional highways would have to be provided. I have been working on a development for seven years which would bring a large amount of tax money to Washington County - and everyone knows that this county is sorely in need of it. The present proposed highway would kill this development.

There are many people, business and property owners, who are strongly objecting to this new proposed highway and letters to this effect have been sent to W. C. Williams, Chief Engineer, State Highway Department; Judge Joseph A. Jaross; Commissioner Clayton Nyberg; Commissioner Barbara Wilcox; also to newspapers and others. Petitions are being solicited which will be presented to the Highway Commission in June.

It is imperative that this matter be discussed at the earliest possible moment and I personally request an opportunity to meet with you during the coming week since the Highway Commission is scheduled for a meeting early in June on this particular matter. I am available at any time of the day or night that will be convenient to you.

Yours very truly,

W. R. Nichols

WRN-fn
Telephone No. NEptune 6-2044

RECEIVED
FEB 28 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

P. O. Box 342
Lake Oswego, Oregon
February 2, 1961

Hon. Mark O. Hatfield
Office of the Governor
State Capitol
Salem, Oregon

Dear Governor:

It has been my desire to have a personal audience with you (and you have had several letters to this effect) regarding the matter of the proposed highway from Bonita Road to connect with the Sunset Highway at Cedar Hills Shopping Center.

Mr. Munn's letter of November 30th stated that I should take this matter up with the Highway Commission. I would like to know why a matter of this kind should be taken up with the Highway Commission when the Chairman of that Commission is engaged in the real estate business and who, from my viewpoint as well as others, has no right whatever to hold this important office. Would you appoint the owner of a wholesale liquor business as Chairman of the State Liquor Commission?

There are many angles to this matter which I believe you should know as Governor of this State and this can only be accomplished by a personal interview.

I have spent eight years endeavoring to bring to a conclusion a successful shopping center which would bring a large tax income to Washington County and which it sorely needs. The Highway Commission wants to put in an unnecessary road at great expense to taxpayers. In other words, the County could have a large tax income instead of a great expenditure.

Sincerely yours,

W. P. Nichols

W. P. NICHOLS

RECEIVED
FEB 2 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 7 1961

UNITED STATES GOVERNMENT

Memorandum

FOR FILING
SU-466(4)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

DATE: April 5, 1961

TO : W. C. Williams, State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
Salem, Oregon

08-35.2-DA

SUBJECT: Oregon I-5-5(--)250 - S-466(--)
Baldock Interchange - Beaverton-Tigard Highway

Your letter of March 17, 1961, requested our approval of the Interchange layout.

This interchange involves the moving of an existing access point on the Interstate system along with the addition of two ramps that are not included in the interchange at Bonita road. The addition of the two ramps at either location requires prior approval by the administrator.

Our memorandum to you, dated March 13, 1961, which discussed the system action, requested comparative estimates of the alternate interchange locations considered, in order that the proposal may be forwarded with favorable recommendations of this office and our Regional office.

Any further action on this interchange plan must be held in abeyance pending receipt of requested data.

File

NOTED
FORREST COOPER

RECEIVED
APR 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 9 1961
FOR FILING
1 SW-466 (4)
66 CC

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

February 7, 1961

By:
D. M. Burich
Acting Division Engineer

Cross Referenced to:
Alton
Waterloo
Wash Co.

C. G. Polk, Division Engineer
08-35.3 Salem, Oregon

Beaverton-Tigard Highway System Action

Mr. Cooper's December 23, 1960 letter furnished additional information concerning various alternate routings considered for the proposed Beaverton-Tigard Highway and factors to support the proposed classification of the highway.

Our Regional Engineer has not redelegated authority to Division Engineers to take final action on approving general locations, control points and revisions thereof in connection with Federal-aid primary and secondary systems. Therefore, your supporting information was forwarded to Mr. B. M. French.

The system classification of the Beaverton-Tigard Highway was discussed during a January 24 conference in this office with Messrs. Cooper and Edwards. On the basis of this discussion, Mr. French now is prepared to accept the route for a Federal-aid Secondary System designation to avoid delay in the purchase of right-of-way in an area of rapid growth. Though classifications of routings should not be based on financing considerations, if your department initiates a formal system action proposing the Beaverton-Tigard Highway as an FAS route, our Regional office will give it favorable consideration providing your supporting information includes the following features:

(1) Discussion of the availability of Federal-aid primary funds in Division I and plans for the use of these funds during the next several years.

(2) Provide support for the routing through submission of all available study data not previously furnished including an estimate for Alternate 1 on a comparable basis with the other six alternates and the Road User Analysis. If the road user benefit does not conclusively support the favored route, other factors influencing the selection should be stated. The availability now of right-of-way at a reasonable cost is understood to be an important consideration.

(3) Certification that ultimate full control of access is planned.

(4) Agree to permit this office to approve the preliminary design details for the portion of the routing outside the urban area on a basis comparable to the practice within the urban area. This procedure is necessary since the type of highway being considered is outside the normal concept of a secondary route.

RECEIVED
DEC 1960
FOR FILING

SU-466(4)

6450

December 23, 1960

Mrs. Lillian Raetz
6900 S. W. Bonita Road
Tigard 23, Oregon

Dear Mrs. Raetz:

Reference is made to your letter of December 15 concerning your property on Bonita Road. I must advise you at this time that we have not determined, as yet, the actual properties which will be required in your vicinity.

We are in the process of designing a traffic interchange with the Baldock Freeway and the new highway through Tigard to the Sunset Highway. This design should be completed in the next few months and only after it has been approved by the Bureau of Public Roads could we give you some definite right-of-way limit to which we will be buying. After the right-of-way limits have been determined, it will probably be late in the year of 1961 before the actual purchase of properties will begin in your neighborhood.

I am extremely sorry that I am not able to give you more definite information at this time.

Very truly yours,

W. C. Williams
State Highway Engineer

cc: Forrest Cooper
Tom Edwards
GKA:jp ms

6900 S.W. Bonita Rd.,
Tigard 23, Oregon.
December 15, 1960.

Mr. Tom Edwards,
State Highway Dept.,
State Highway Building,
Salem, Oregon.

CONSTRUCTION DIVISION
RECEIVED
DEC 16 1960
NOTED-- CE ACE ACE CDE

Dear Mr. Edwards,

I have been told that you are the one to whom I should write in regard to my property on Bonita Road near Tigard.

I live on Bonita Road, the fifth house north (on the Tigard side) of the Baldock Freeway. I understand that the new road connecting Sunset Highway and the Baldock Freeway will go through my property. I am willing to sell.

I bought the property several years ago because I liked it and began to fix it up for a permanent home. Now however, things have changed for me. I am retired and alone here with a larger place than I can take care of. I need the money and feel that it will be better for me to sell and go where I will be near my relatives.

I have not heard when the buying of properties will begin. Can you give me some help about it? Would it be possible to get mine taken care of very soon? I will be glad to talk with anyone you will send.

Yours truly, Lillian Raetz

RECEIVED
FOR FILING

Cross Referenced to:
Other
Petitions
Wash. Co

December 23, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your letter of July 22 requested additional data on the proposed Beaverton-Tigard Highway listing certain data to fulfill the requirements of the B.P.R. financing and, we understand through conferences with your people, to provide sufficient data to secure approval of the route for inclusion in the federal-aid highway system. Data requested in paragraph 2 of your letter is supplied as follows:

1. From the Sunset Highway to Beaverton, four alternates were investigated. From Beaverton to the connection with the Baldock Freeway at Bonita Road, two alternates were investigated. Five basic routes were thus established by the comparisons thus investigated. Data for each, both as to physical characteristics and costs, are attached. The route selected has the cheapest over-all cost and will provide service to the greatest number of vehicles. This route follows very closely the route shown to be more desirable in the reconnaissance report. This data is shown in the reconnaissance report attached.

2. Origin-destination studies have been made. In studying traffic assignments based on origin-destination studies, the five routes studied in the reconnaissance survey are expanded by the inclusion of two more routes from Beaverton north to the Sunset Highway, making possible seven comparisons. Data concerning traffic assignments to each of these routes, method of procedure, et cetera, is shown in a report of origin-destination survey completed in November of 1960 by the Traffic Engineering Division. You will note very close correlation in the traffic projections as established by the 1959 Origin-Destination Study as compared to the assignments made during March 1959 when the reconnaissance study was initiated. This

is a portion of the Portland metropolitan area traffic study which is now progressing. It will be some time, possibly a year, before a sound, complete road-user cost analysis can be made. Any data which we have attempted to calculate at this time is obviously erroneous, no doubt for the reason that correlation with other parts of the study must be made to achieve a true cost analysis.

3. Your letter requests data concerning current and future land use in the corridor. We attach hereto the Metropolitan Planning Commission zoning maps, current as of July 1960. We have shown on this map the proposed route and you will note that it provides maximum service through the area with respect to future industrial development and is adequately served by feeder roads to permit easy access from the residential area either to the industrial area bordering the route or to the heart of the metropolitan district. We believe the route selection to be admirable with respect to land use.

4. Your letter requests analysis of current highway service and utilization of highway capacity.

This area is currently served in its interchange of traffic with the Portland metropolitan area by two highways - the Tualatin Valley Highway and the Beaverton-Hillsdale Highway. The Tualatin Valley Highway is a four-lane facility, now having three nonintegrated traffic lights with the possibility that these will be expanded to five in the near future. This route is currently fronted throughout most of its length with intermittent business developments and residential developments. Its current traffic load is about 13,000 average daily traffic. Its ultimate capacity can hardly be expanded beyond 20,000 average daily traffic. Improvement of this highway either through access control, which is now nonexistent, or through future widening to six lanes must be considered impossible due to the great economic impact that would occur if businesses now established thereon would be cut off by access control. Expansion to six lanes would result in a cost not commensurate with the results to be achieved. The same conditions will prevail along the Beaverton-Hillsdale Highway with respect to abutting development. The traffic load is somewhat less, but the distance between the metropolitan centers of Portland and the Beaverton area are greater. This highway, therefore, should not be developed to carry the load anticipated.

The major benefits in regard to the route selected are:

(a) Its ability to properly collect both industrial and residential traffic in the area through which it traverses and discharge it into the Sunset Highway. As you know, the Sunset Highway is

being developed as a six-lane freeway from the downtown Portland area westerly to the point of its connection to the existing facility. Access is being controlled on the proposed facility from its connection with the Sunset Highway to a point southerly of Beaverton. It is planned that it will cross only one feeder road at grade; namely, Walker Road, in its initial use stage, but right of way is being purchased at Walker Road for construction of an interchange when traffic so demands it and when funds are available.

(b) The Sunset Highway now being converted to a freeway carries a maximum of 24,000 average daily traffic. Its ultimate capacity on a six-lane freeway basis would be approximately 60,000 average daily traffic. The construction of the proposed route will not overload the Sunset Highway and will further tend to divert traffic from the Tualatin Valley and Beaverton-Hillsdale Highways to a safer, faster road.

(c) Another major factor in favor of the route selected is its ability to divert and properly handle the projected 4,000 average daily traffic wishing to travel from the Sunset Highway southerly to and southerly on Interstate 5 without any great inconvenience or excessive travel distance either to themselves or to the inconvenience of the traffic desiring to go from Beaverton to Portland.

5. Your letter requests data regarding the possible extension of the routing northerly to form a westerly circumferential route around Portland. This is an extremely difficult question to accurately pinpoint with regard to extension of this highway northerly. In 1955, the Traffic Engineering Division prepared and released Technical Bulletin No. 55-5, which showed an expressway northerly from the Cedar Hills area crossing the Tualatin Mountains and connecting to the Columbia River Highway near the St. Johns Bridge. There seem to be several fallacies in this route. First, this route is practically impossible of achievement within the range of foreseeable revenues. The Tualatin Mountains, from the pass at Sylvan northwesterly for several miles, have a crest elevation of approximately 1,000 feet. An expensive tunnel would be required. The route going northerly from the Cedar Hills area crossing the summit and connecting to the St. Johns Bridge in the Germantown Road area does not provide any great distance saving and results in a great deal of unnecessary rise and fall and we believe that traffic would go easterly over the Sunset and the Portland freeway system thence into Linnton and the St. Johns area rather than via a route northerly across the Tualatin Mountains. There is a possibility that in the future a westside

bypass for traffic destined for Rainier could easily be developed over a route along 185th Street and thence through Cornelius Pass. The maximum elevation in Cornelius Pass is about 550 feet, with the Tualatin Plains averaging 300+ feet; thus, a great deal of objectionable rise and fall could be eliminated. Further, the 185th Street route undoubtedly will become a major arterial and extend southerly through Aloha and develop into a westside bypass route giving greater service than the Beaverton-Tigard Secondary. It is our judgment that the Beaverton-Tigard Section is one which is greatly needed to provide a necessitated internal movement.

6. Your letter asked for factors to be developed to support placing this highway in the secondary status. This highway is obviously a local service road. It is less than eight miles in length. Most of the traffic originates within the length of this highway. The 60 state primary highways have an aggregate length of 4,780 miles, or average 80 miles each. Within Division I, which entirely encompasses this highway, there is a large backlog of primary highway work which must be considered most urgent. Principally, these are:

The Mt. Hood Highway from the Willamette River to Sandy; the improvement of the Lower Columbia River Highway from the Stadium Freeway northwesterly at least beyond Burlington; the conversion of the Sunset Highway to a Freeway to North Plains; the improvement of the Oswego Highway; and the development of a circumferential route through east Portland along the Cascade Highway (Technical Report No. 55-5 recommends this be made a freeway).

The total mileage of primary federal-aid highways is limited to 6 percent of the 1921 state mileage. The amount of mileage still available under this allocation is becoming very limited and we do not believe it advisable to cut into the small cushion available for designation of such a short section as this, which is obviously a local service road. It is, in fact, an improvement (although on a new line) of a secondary highway now existing in the area. We recommend your consurrence in designation as a secondary highway.

Attached are the following data:

3 copies Reconnaissance Report, March 25, 1959 - Sunset Highway-Baldock Freeway - Proposed Cedar Hills Expressway, Washington and Clackamas Counties.

3 copies Traffic Engineering Division Report of 1959, Origin-Destination Survey - Sunset Highway-Baldock Freeway Section, Beaverton-Tigard Highway.

3 copies Metropolitan Planning Commission Land Use Map.

3 copies Metropolitan Planning Commission Zoning Map.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

TE:jw fn

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
November, 1960

REPORT OF
1959 ORIGIN-DESTINATION SURVEY
SUNSET HIGHWAY-BALDOCK FREEWAY SECTION
'BEAVERTON-TIGARD HIGHWAY

Introduction

An Origin-Destination Survey was conducted on September 1 and September 2, 1959, on ORE217 in the vicinity of Progress. The area of study is shown in Figures 1 and 2.

The purpose of this survey was to provide basic data for traffic assignments to various proposed routes from the Sunset Highway (US26) north of Beaverton to the Baldock Freeway (US99, I5) north of Tualatin.

Traffic Assignments

Figure 3 shows the traffic assignments to proposed Route No. 1 based on this survey. The numbers enclosed in boxes are in terms of 1980 Average Daily Traffic (ADT).

Figures 4 through 9 show the traffic assignments to proposed Routes No. 2 through 7, respectively.

Discussion

The interview station for this origin-destination survey was located on the Beaverton-Tualatin Highway, ORE217, approximately 0.5 mile west of the junction of the Scholls Highway, ORE210, at Progress. Therefore:

1. Traffic assignments to the various proposed routes south of Beaverton were based primarily on the origin-destination data.
2. Traffic assignments to the various proposed routes north of Beaverton were based on analysis of existing traffic counts on the arterial routes in the area, coupled with the origin-destination data.

ZONE MAP

1959 O-D STUDY

BEAVERTON — TIGARD HWY.

● Interview Station

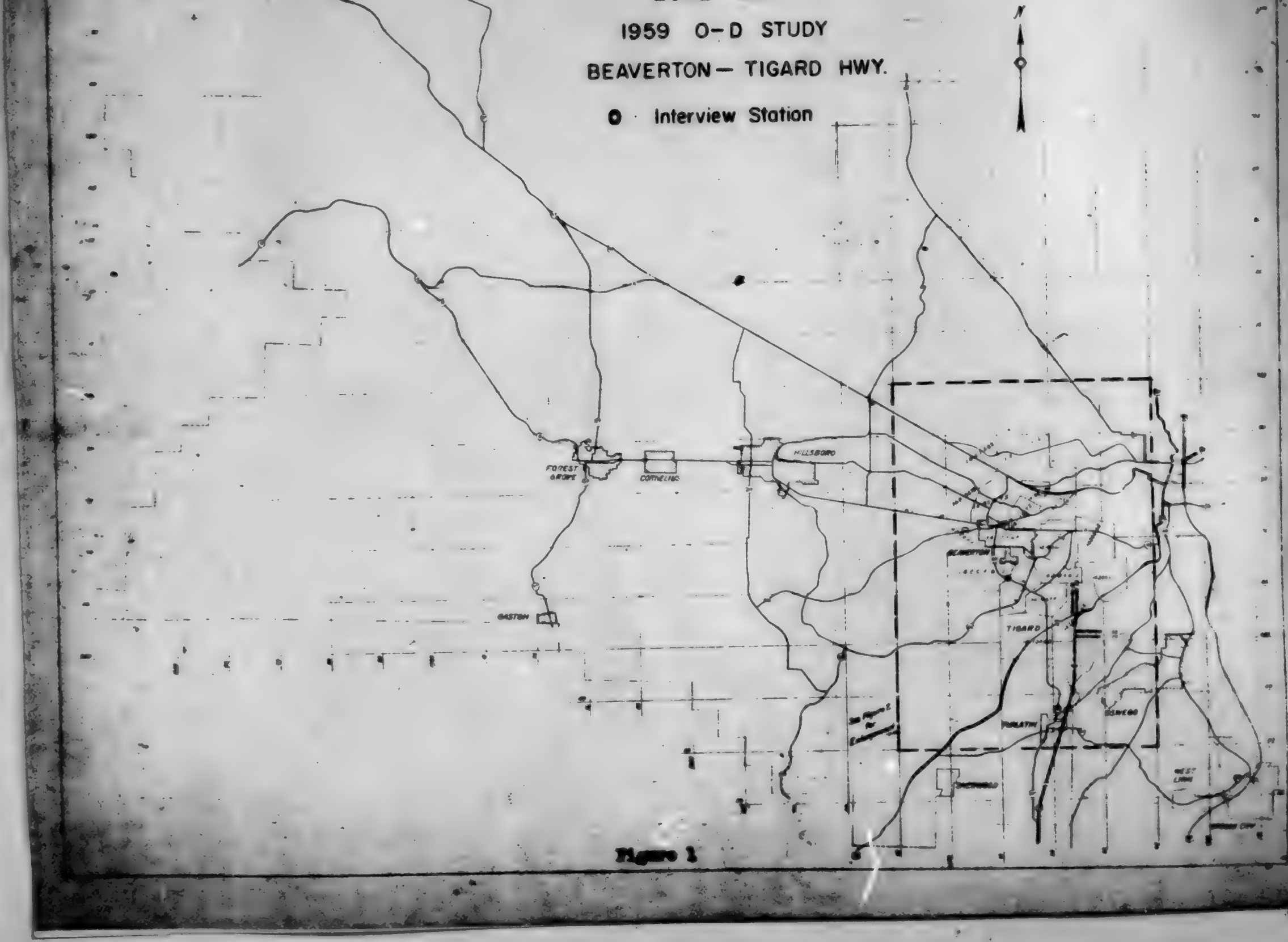
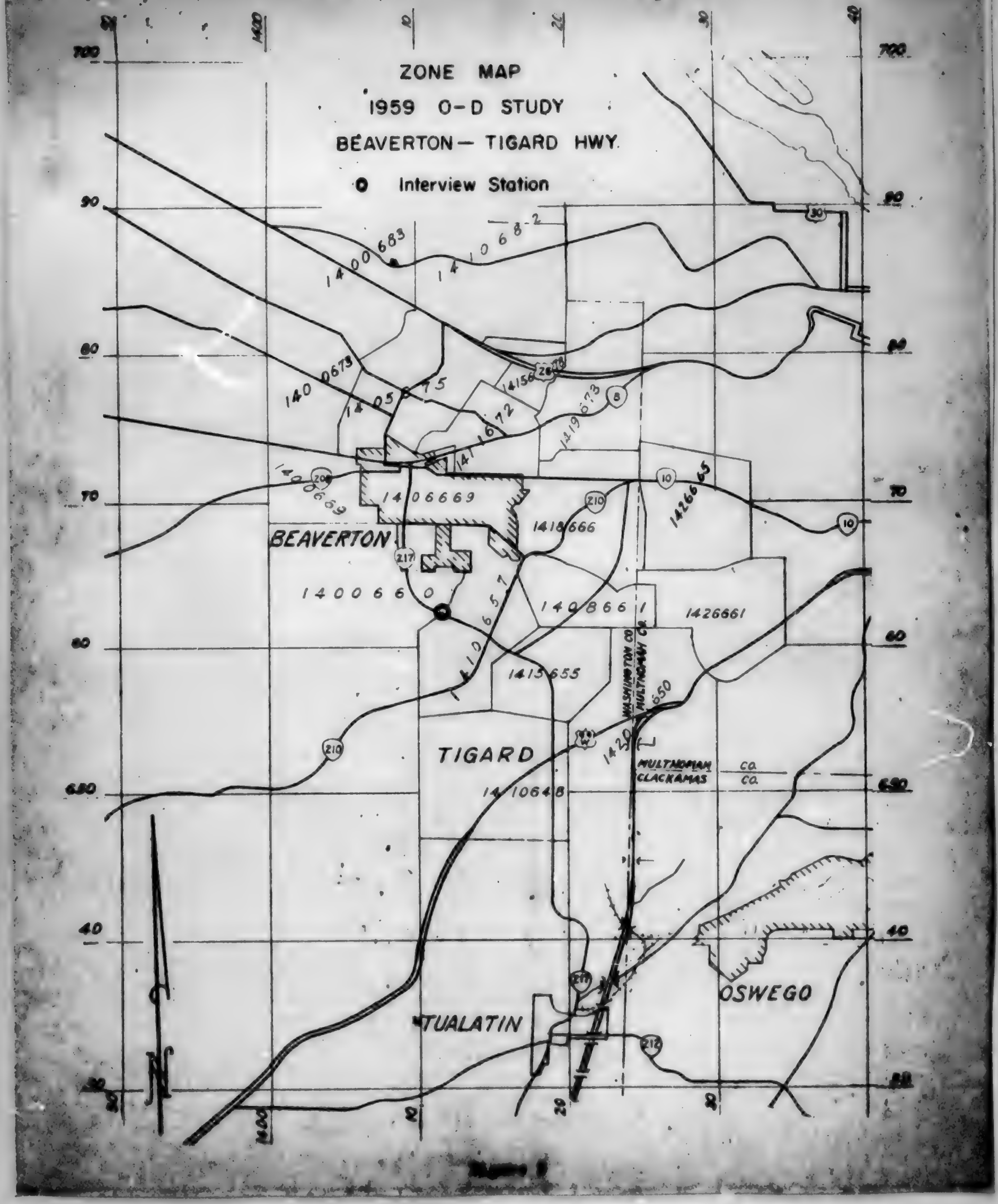


Figure 1

ZONE MAP
1959 O-D STUDY
BEAVERTON — TIGARD HWY.

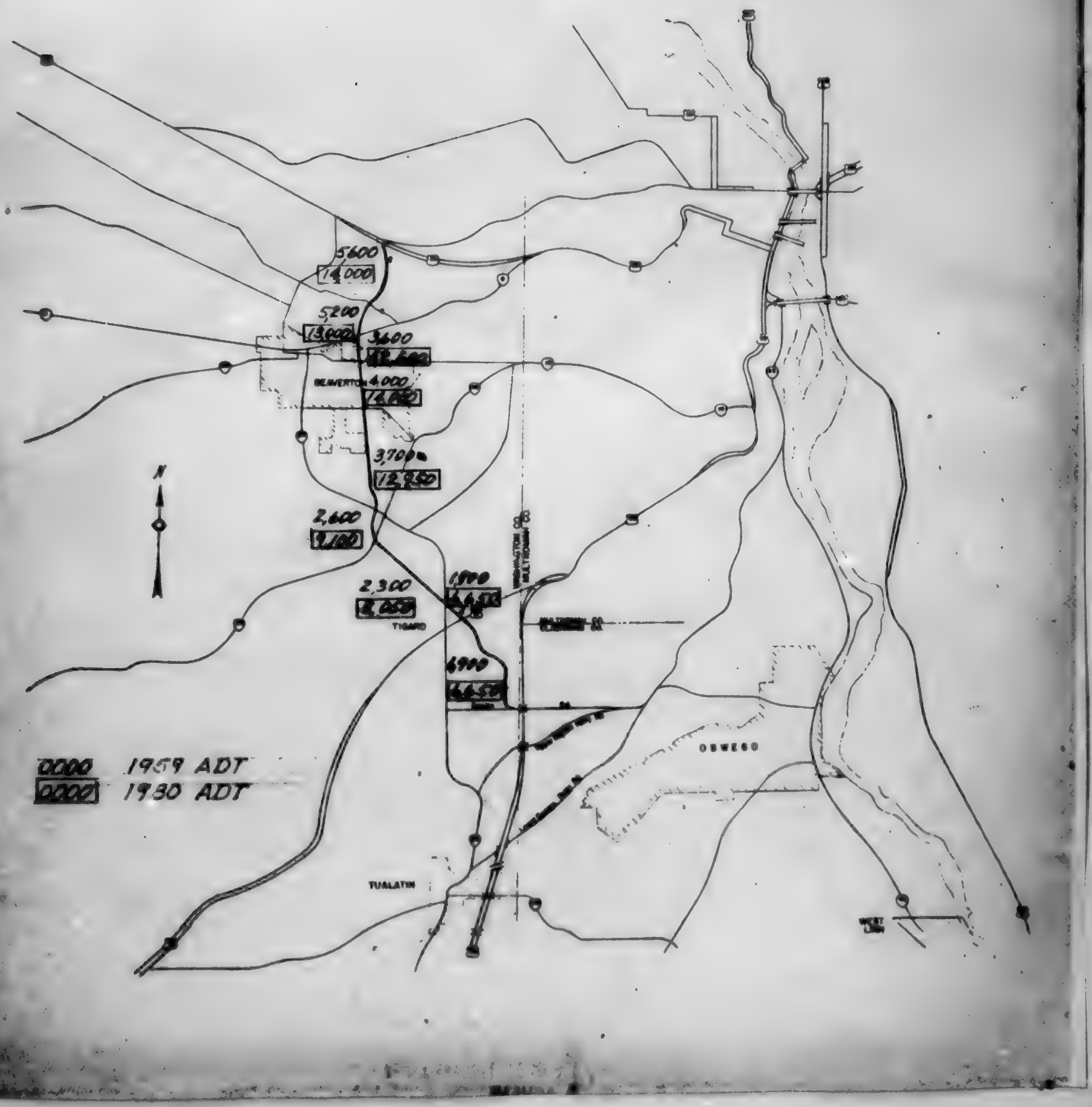
O Interview Station



1959 O-D STUDY

BEAVERTON - TIGARD HWY.

Route No. 1



1959 O-D STUDY

BEAVERTON-TIGARD HWY.

Route No 2

RECONNAISSANCE ROUTE E

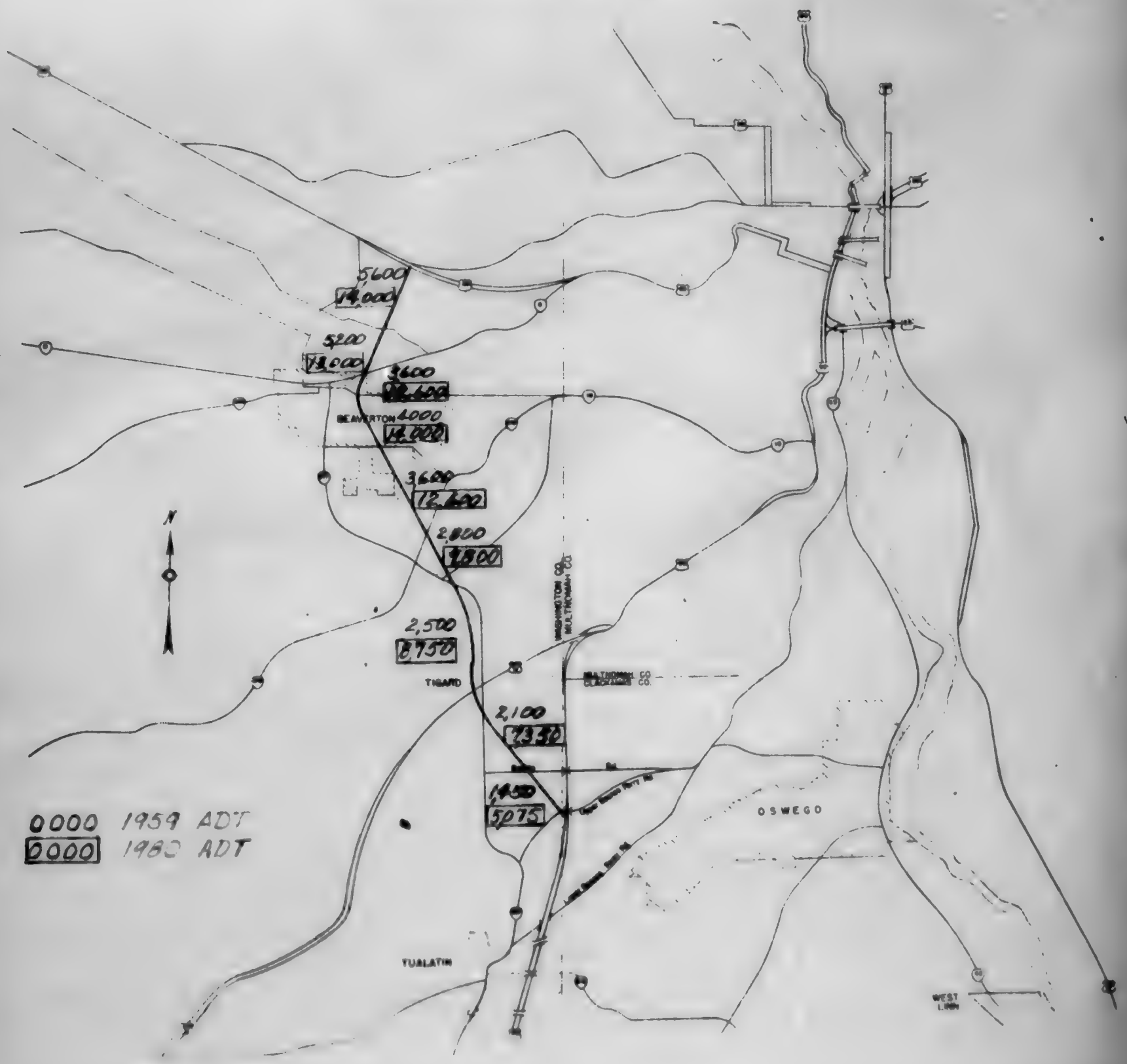


Figure 4

1959 O-D STUDY

BEAVERTON – TIGARD HWY.

Route No 3

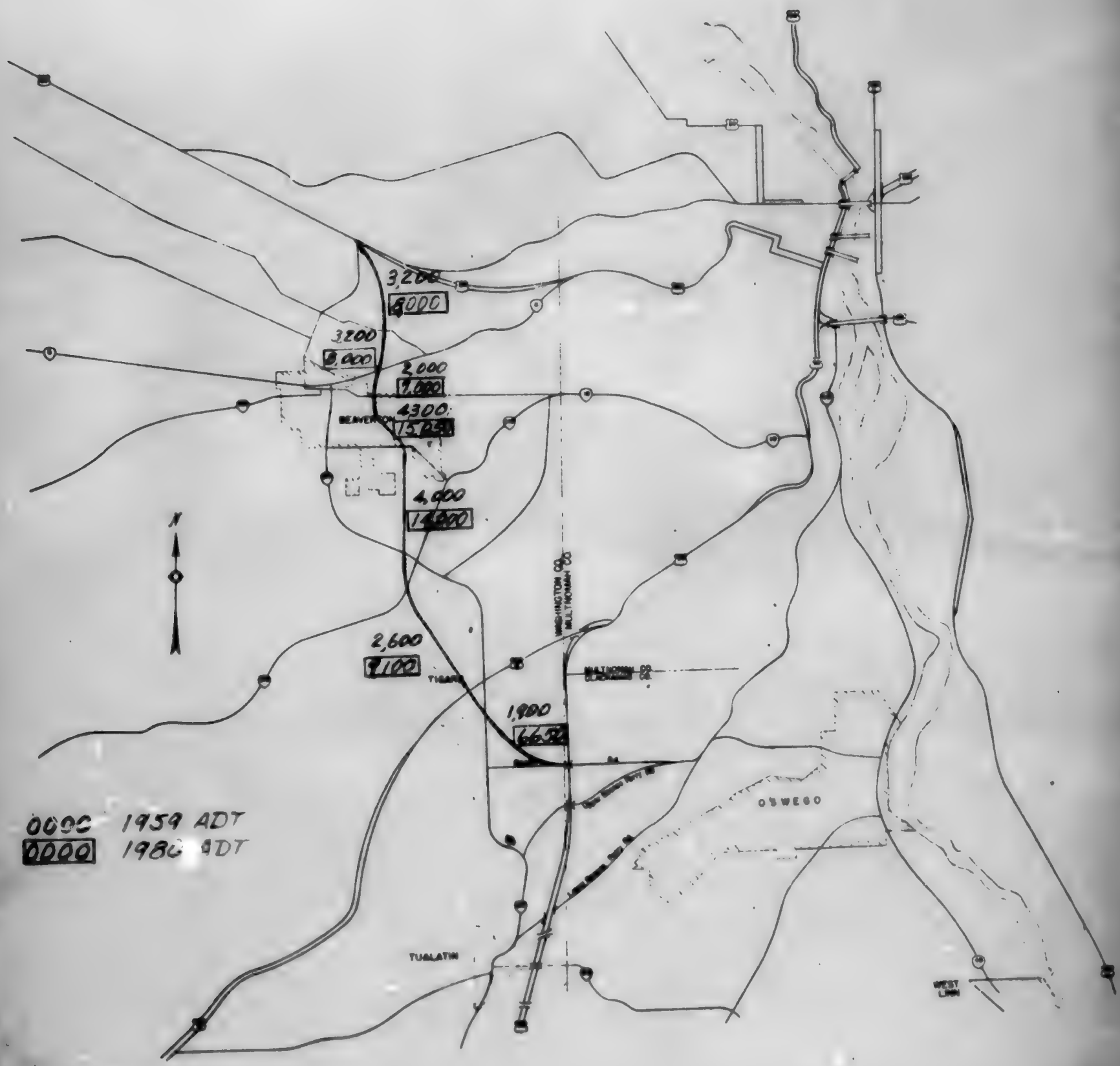


Figure 3

1959 O-D STUDY

BEAVERTON – TIGARD HWY.

Route No 4

RECONNAISSANCE ROUTE D

Figure 6

1959 O-D STUDY

BEAVERTON – TIGARD HWY

Route No 5

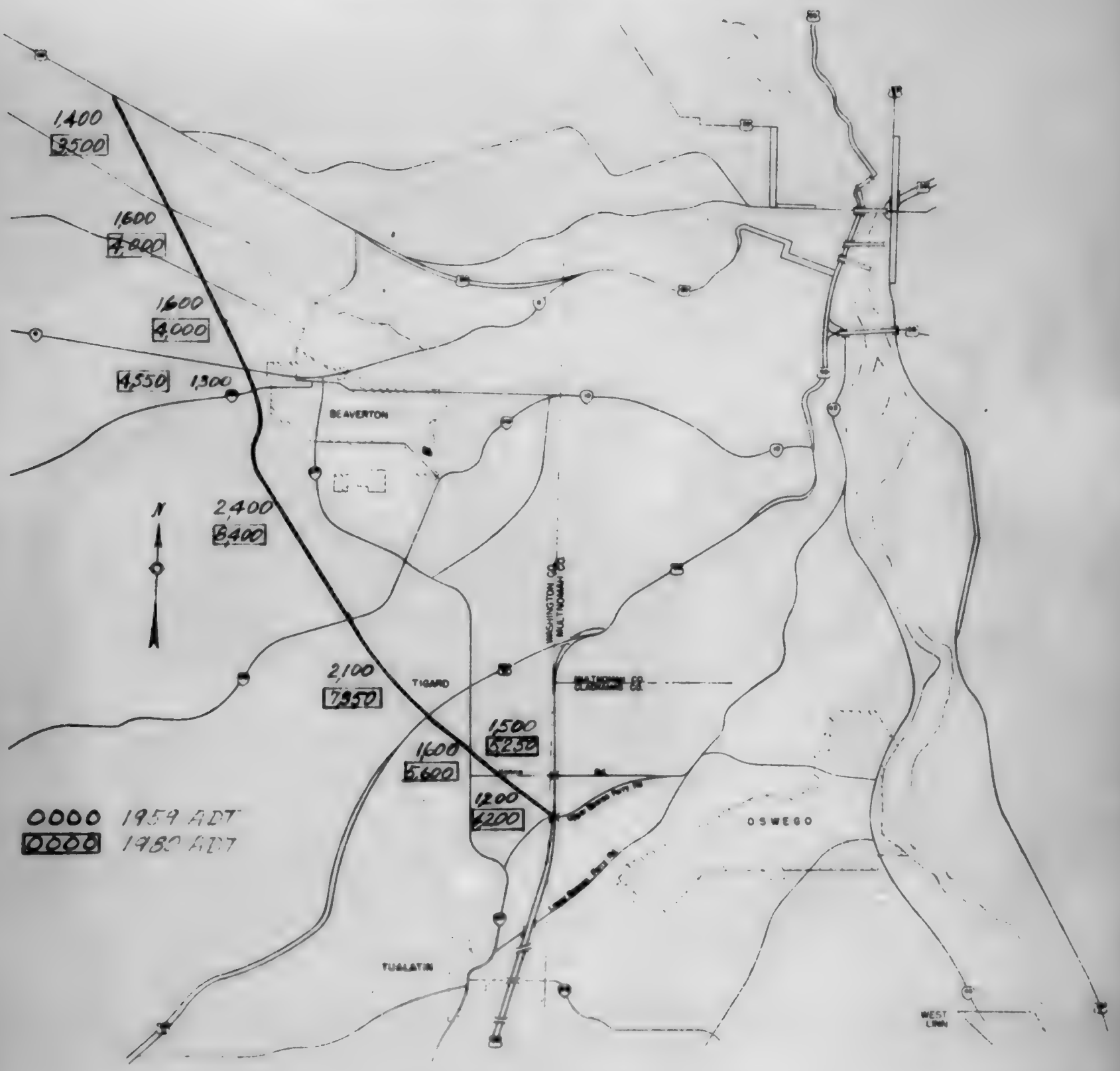
RECONNAISSANCE ROUTE C

1959 O-D STUDY

BEAVERTON – TIGARD HWY.

Route No 6

RECONNAISSANCE ROUTE B



1959 O-D STUDY

BEAVERTON – TIGARD HWY.

Route No 1

RECONNAISSANCE ROUTE A

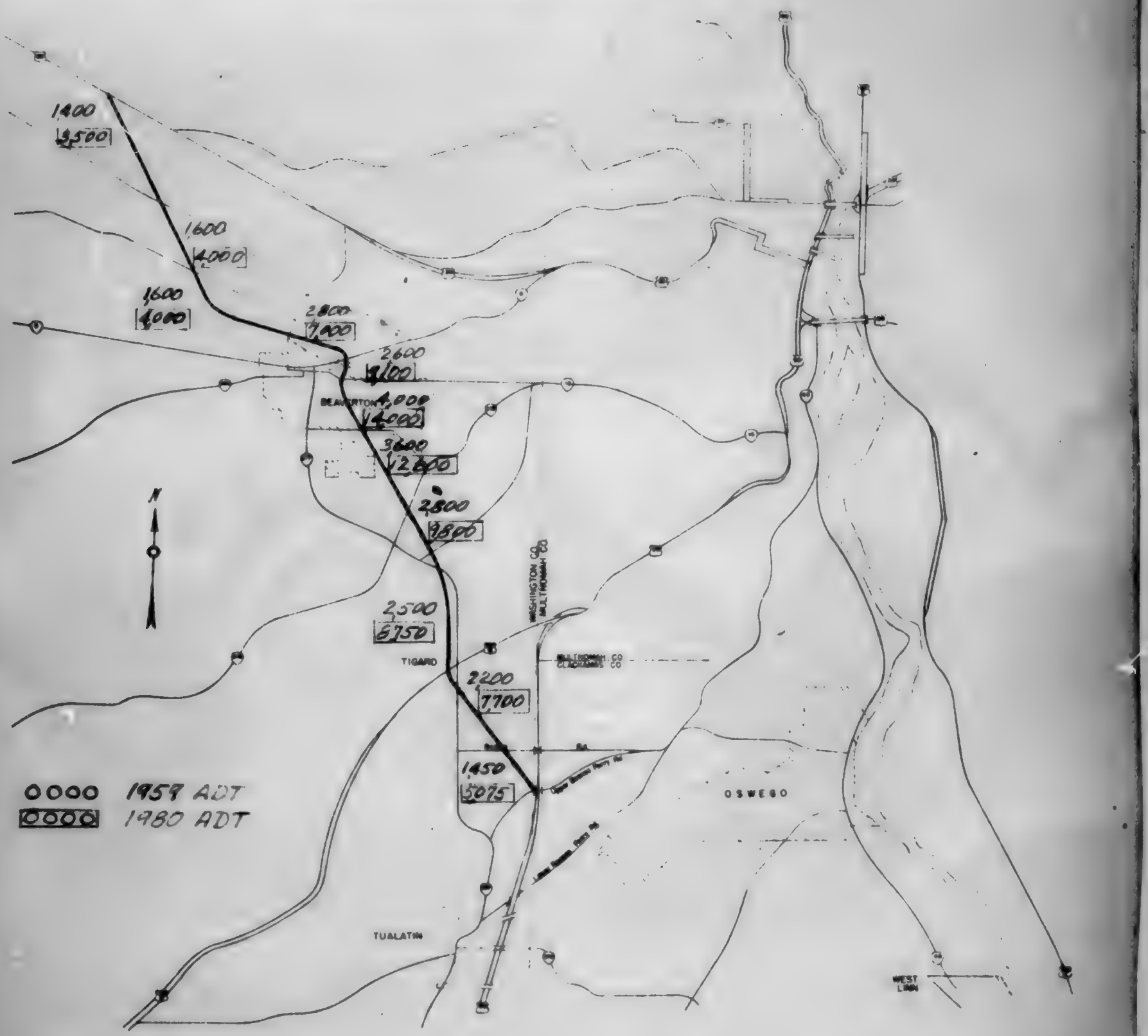


Figure 9

Growth factors used for converting 1959 ADT to 1980 ADT were:

1. 3.5 south of Canyon Road, ORE8

2. 2.5 north of Canyon Road, ORE8

The area south of Canyon Road, ORE8, is less populated than the area north thereof. Therefore, due to the greater growth potential a larger factor was used.

APPENDIX

Survey Methods

The interview station for this origin-destination survey was located on the Beaverton-Tualatin Highway, ORE217, approximately 0.5 mile west of the junction of the Scholls Highway, ORE210, at Progress.

This station was operated for 13 weekday hours (6:00 A.M. to 7:00 P.M.) during the period of this survey. The interview form used by the interviewers is shown in Figure 10. This form was designed so that all field entries could be coded on the original interview sheet at a later date by office personnel. Figures 1 and 2, which showed the study area coordinates and zones were used for the coding of O-D information. An explanation of the numerical code used follows:

Item	Remarks
Location	First two digits - IBM 1/ code for Oregon Last three digits - IBM 1/ code for Portland
Date	First two digits - Month of year Next two digits - Day of month Last digit - Last digit of year
Station, Direction, Hour	Self explanatory
Serial Number	Four digit code to identify individual interviews
Vehicle Type	Self explanatory
Origin and Destination	7 - Digit Code Where coordinates are used: First four digits - coordinate number for left vertical line of coordinate Last three digits - coordinate number for bottom horizontal line of coordinate Where zones are used: Seven digit zone or route number 5 - Digit Code First two digits - IBM 1/ code for state Last three digits - IBM 1/ code for county
Trip Purpose, Car Garaged	Self explanatory

1/ See "Numerical Code for States, Counties, and Cities of the United States" published by the International Business Machines Corporation.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

ORIGIN-DESTINATION STUDY

Location PORTLAND — 3 6 2 6 0

Date _____

Station _____

Direction _____

Hour, begin _____

Serial No. _____

A. Vehicle Type (Circle One)

1. Passenger
2. Pickup, Panel
3. Single Unit Truck
4. Semi-Trailer
5. Full Trailer
6. Bus

B. Where did this trip begin? (Portland address, otherwise city and state)

_____

C. Where will this trip end? (Portland address, otherwise city and state)

_____

D. Trip Purpose (Circle One)

1. Work
2. Business
3. Doctor-Dentist
4. School
5. Social or Recreation
6. Change Mode of Travel
7. Eat
8. Shop
9. Other

E. Car Garaged at (Circle One)

1. Portland
2. Origin
3. Destination
4. Elsewhere

COMMENTS _____

In determining the trip origin and destination the interviewer began by asking the motorist two questions, namely "Where did this trip begin?" and "Where will this trip end?" Since it was desired to obtain the motorists last control stop prior to the interview (or the original origin of the trip in cases where no control stop was made); and the control stop immediately subsequent to the interview (or the ultimate destination of the trip in cases where no control stop was anticipated) it was necessary in some cases for the interviewer and the motorist to review the motorist's trip with particular emphasis on the places where the motorist either had made or intended to make a stop. Control stops were defined as stops made in accord with the purpose or purposes of the trip that could be served only at the particular location of the stop (e.g. visit relatives or friends). Stops made for eating, lodging, car repairs, or shopping along the way were considered incidental stops not germane to the principal purpose or purposes of the trip and, therefore, not control stops. Such control stop locations were noted and coded to state and county in the five digit space provided. The seven digit code was used to indicate the coordinate number for the point of entry or departure from the study area in those cases where the trip started or ended outside the study area. When trips started or ended within the study area the seven digit space was used to indicate the coordinate number or zone number in which the trip started or ended.

Reference to the three trips shown in Figures 11, 12 and 13 will illustrate the foregoing more clearly. In all cases the motorist traveled from Astoria, Oregon to Salem, Oregon. The first motorist made this trip without making any stops of any kind, thus the origin of this trip was coded to the westerly point of entry into the study area and the destination was similarly coded to the southerly point of departure from the study area. The second motorist stopped to eat in Beaverton and then continued his trip to Salem. Since a stop for food was not considered a control stop, this trip was, for purposes of this survey, the same type as the first trip. The third motorist stopped in Beaverton to visit relatives. This constituted a control stop and thus, his origin was Beaverton rather than the westerly point of entry into the study area.

Analysis of Data

After all trips were coded and punched on IBM cards, one-way hourly expansion factors for adjusting the interview data to a 1959 ADT basis were developed and punched on the IBM cards.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

ORIGIN-DESTINATION STUDY

Location PORTLAND	3 6 2 6 0
Date 9/1/59	0 9 0 1 9
Station 12	1 2
Direction East	2
Hour, begin 11:00 A.M.	1 1
	Serial No. 6035

A. Vehicle Type (Circle One)

(1) Passenger
2. Pickup, Panel
3. Single Unit Truck
4. Semi-Trailer
5. Full Trailer
6. Bus

1

B. Where did this trip begin? (Portland address, otherwise city and state)

Astoria, Oregon

1 2 6 0 7 8 0
3 6 0 0 7

C. Where will this trip end? (Portland address, otherwise city and state)

Salem, Oregon

1 4 1 0 5 9 0
3 6 0 4 7

D. Trip Purpose (Circle One)

1. Work
(2) Business
3. Doctor-Dentist
4. School
5. Social or Recreation
6. Change Mode of Travel
7. Eat
8. Shop
9. Other

2

E. Car Garaged at (Circle One)

1. Portland
(2) Origin
3. Destination
4. Elsewhere

2

COMMENTS No Stops

Figure 11

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

ORIGIN-DESTINATION STUDY

Location	PORTLAND	3 6 2 6 0
Date	9/1/59	0 9 0 1 9
Station	12	1 2
Direction	East	2
Hour, begin	11:00 A.M.	1 1
		Serial No. 6036

A. Vehicle Type (Circle One)

(1.) Passenger
2. Pickup, Panel
3. Single Unit Truck
4. Semi-Trailer
5. Full Trailer
6. Bus

1

B. Where did this trip begin? (Portland address, otherwise city and state)

Astoria, Oregon

1 2 6 0 7 8 0
3 6 0 0 7

C. Where will this trip end? (Portland address, otherwise city and state)

Salem, Oregon

1 4 1 0 5 9 0
3 6 0 4 7

D. Trip Purpose (Circle One)

1. Work
(2.) Business
3. Doctor-Dentist
4. School
5. Social or Recreation
6. Change Mode of Travel
7. Eat
8. Shop
9. Other

2

E. Car Garaged at (Circle One)

1. Portland
(2.) Origin
3. Destination
4. Elsewhere

2

COMMENTS Ate in Beaverton

Figure 18

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

ORIGIN-DESTINATION STUDY

Location: PORTLAND — 3 6 2 6 0

Date: 9/1/59 — 0 9 0 1 5 9

Station: 12 — 1 2

Direction: East — 2

Hour, begin: 11:00 A.M. — 1 1

Serial No. 6037

A. Vehicle Type (Circle One) — 1

(1) Passenger
2. Pickup, Panel
3. Single Unit Truck
4. Semi-Trailer
5. Full Trailer
6. Bus

B. Where did this trip begin? (Portland address, otherwise city and state) — 1 4 0 6 6 6 9 / 3 6 0 6 7

832 Franklin Ave.
Beaverton, Oregon

C. Where will this trip end? (Portland address, otherwise city and state) — 1 4 1 0 5 9 0 / 3 6 0 4 7

Salem, Oregon

D. Trip Purpose (Circle One) — 5

1. Work
2. Business
3. Doctor-Dentist
4. School
(5) Social or Recreation
6. Change Mode of Travel
7. Eat
8. Shop
9. Other

E. Car Garaged at (Circle One) — 4

1. Portland
2. Origin
3. Destination
(4) Elsewhere

COMMENTS: Stopped in Beaverton to visit relatives

Figure 13

The following formula was used for developing these one-way hourly expansion factors:

$$F = \frac{V}{I} \times \frac{0.5T}{KV}$$

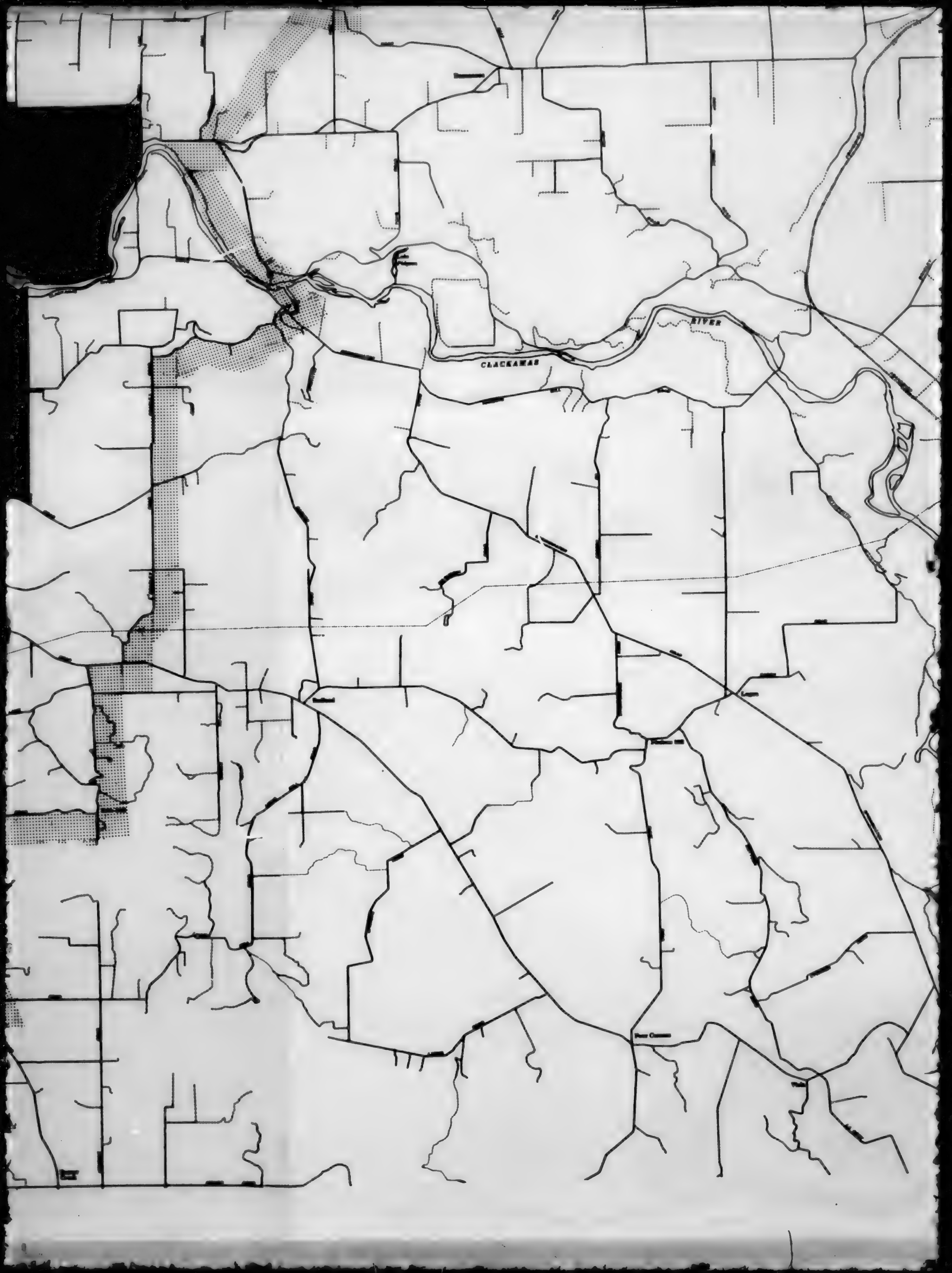
Where:

F = One-way hourly expansion factor
V = Hourly vehicle count in the direction of the interviews
I = The number of usable interviews in the hour (hourly IBM card count)
T = Average daily traffic at the interview station
KV = Vehicle count in the direction of the interviews during the period of interviewing

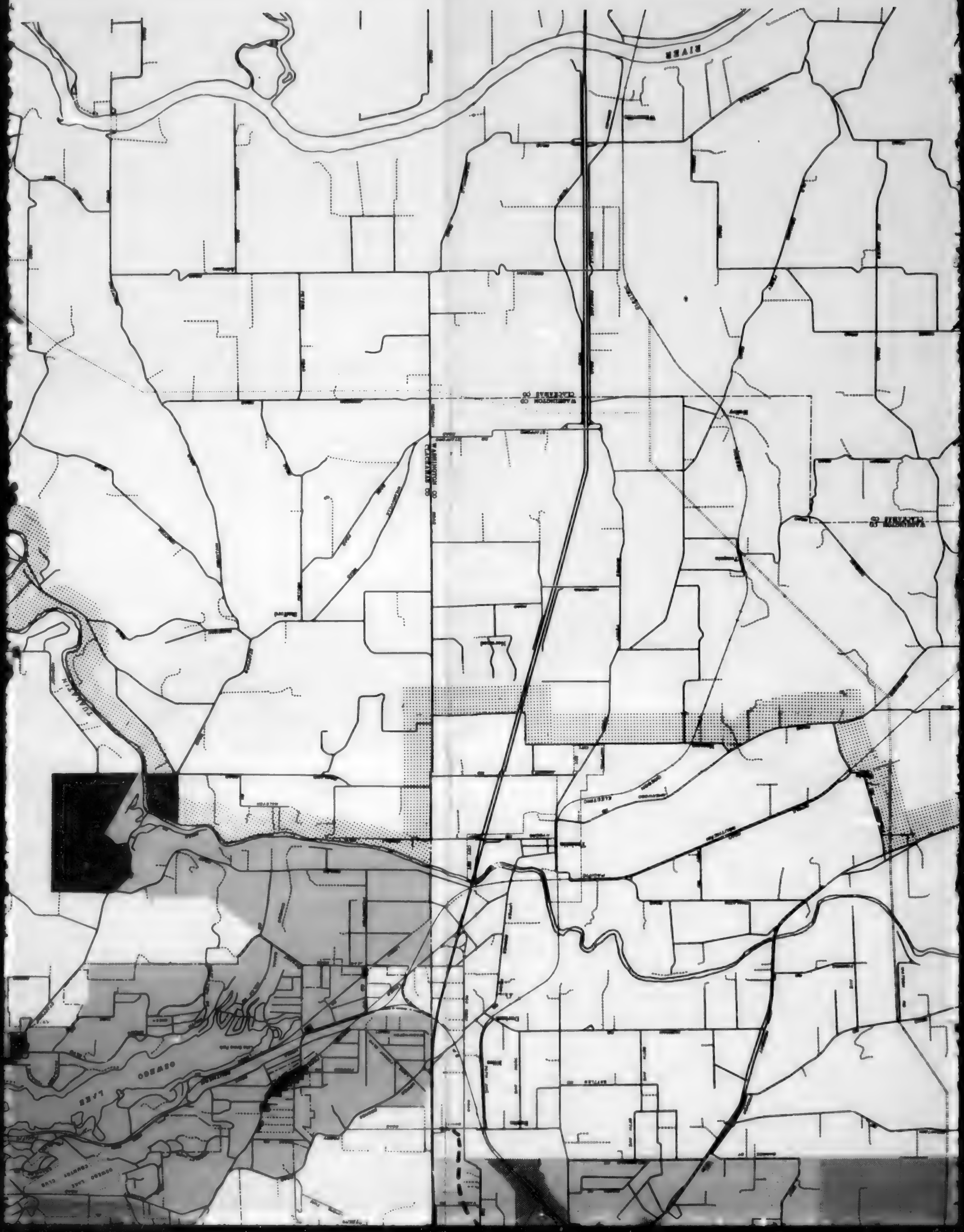
An IBM tabulation was then prepared for each station showing among other things, the number of one-way trips between coordinates (or zones). These trips were then assigned to the most logical existing routing. Through use of time-distance assignment curves, a portion of these trips were diverted to the proposed facility. When all trips through the interview station had thusly been assigned they were doubled to reflect the total traffic movement. The last step in the analysis consisted of expanding the 1959 assignable traffic to a 1980 basis. This was accomplished by applying growth factors which included the effects of route generation and development in addition to the effects of normal growth as based on anticipated population, vehicle ownership and vehicle usage increases.

GLS/tln

CLACKAMAS
SANDY
Sandy


CLACKAMAS
RIVER

RIVER
Cheltenham
GLADSTONE PARK
GLADSTONE


RIVER
WASHINGTON CO
CLEVELAND CO
WASHINGTON CO
CLEVELAND CO
FRANKLIN
OSWEGO
LAKE
OSWEGO LAKE COUNTRY CLUB

NEWBERG
YAMHILL CO.
YAMHILL CO.
YAMHILL CO.
YAMHILL R.
YAMHILL R.
YAMHILL R

COLUMBIA
PIER PARK
SEATTLE
CHANNEL

VANCOUVER
LAKE
COLUMBIA
RIVER
NORTH
PORTLAND
HARBOR

COLUMBIA
RIVER

METROPOLITAN PLANNING COM

0 1 2

SCALE IN MILES

PORTLAND OREGON

JULY 1960

ZONING

SINGLE FAMILY

SINGLE FAMILY
(LOTS 20,000 SQ.FT. OR MORE)

MULTIPLE FAMILY

AGRICULTURAL

COMMERCIAL

INDUSTRIAL PARK

LIGHT INDUSTRY

HEAVY INDUSTRY

LITAN PLANNING COMMISSION

2
ILES

PORTLAND OREGON
JULY 1960

NORTH

ZONING

MILY

MILY
0 SQ.FT.

AMILY

AL

COMMERCIAL

INDUSTRIAL PARK

LIGHT INDUSTRY

HEAVY INDUSTRY

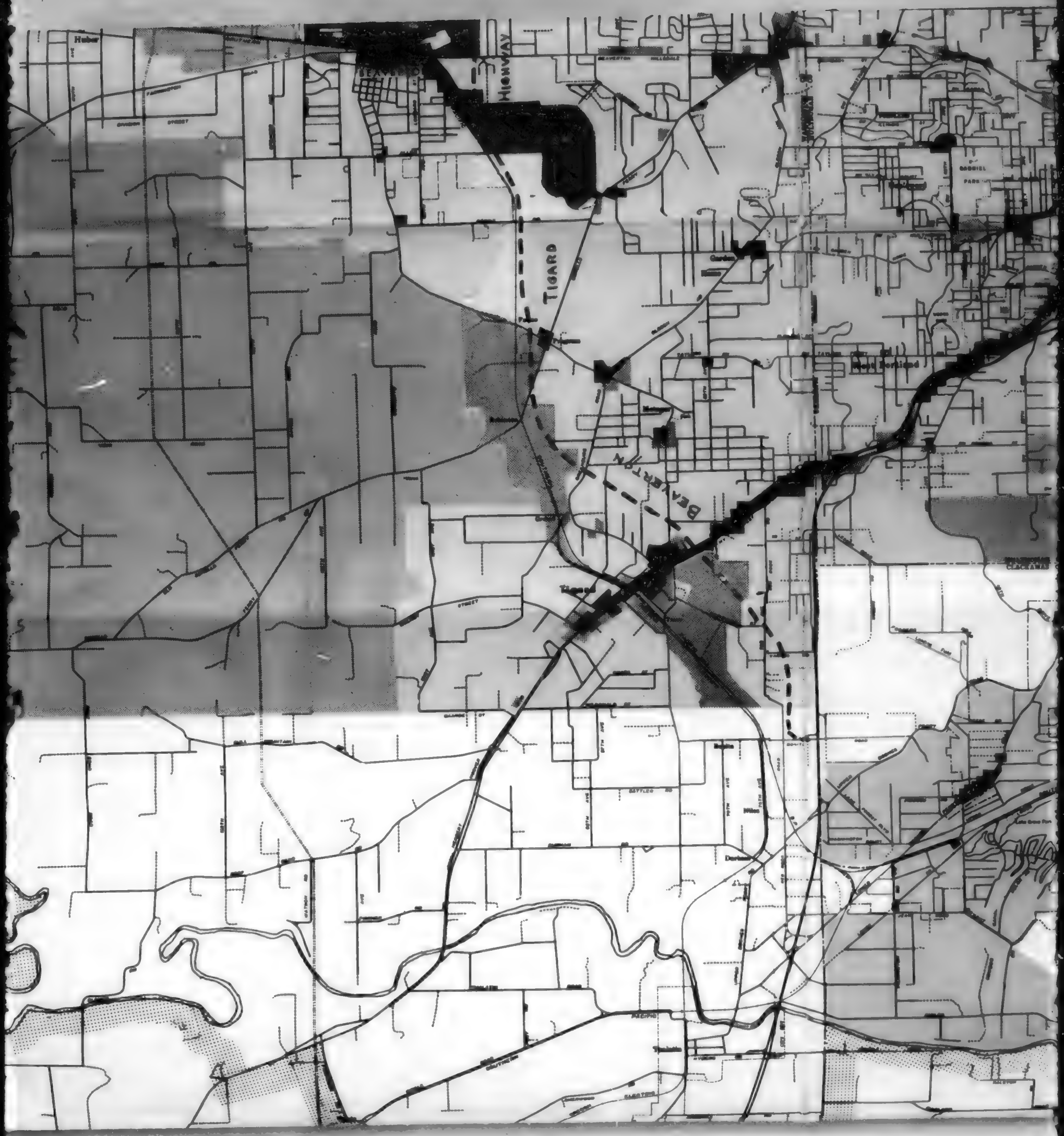
HILLSBORO
AIRPORT
HILLSBORO

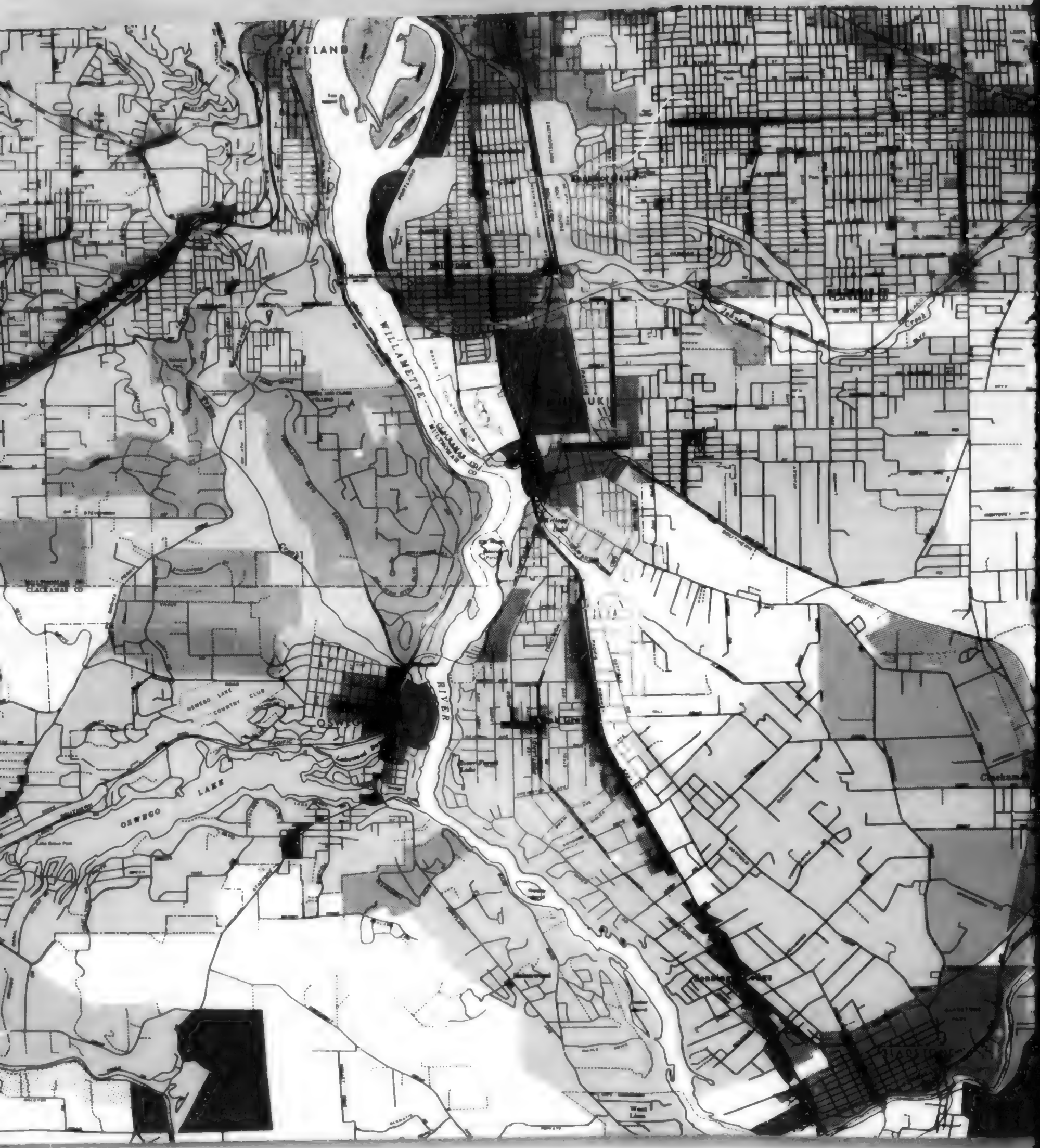
WILLAMETTE
RIVER
WASHINGTON
PARK
MACLEAY
PARK
PORTLAND
ROSE CITY
GOLF COURSE

Lady Island
STRIGERWALD
Ory Island
COLUMBIA
REED ISLAND
TROUTDALE AIRPORT
Wood Village
WASHINGTON
OREGON

PORTLAND
STEINBRUNN LAKE
COLUMBIA
REED ISLAND
RIVER
WASHINGTON
OREGON
CLARK CO.
MULTNOMAH CO.
Sand Island
Flag Island
UNION PACIFIC

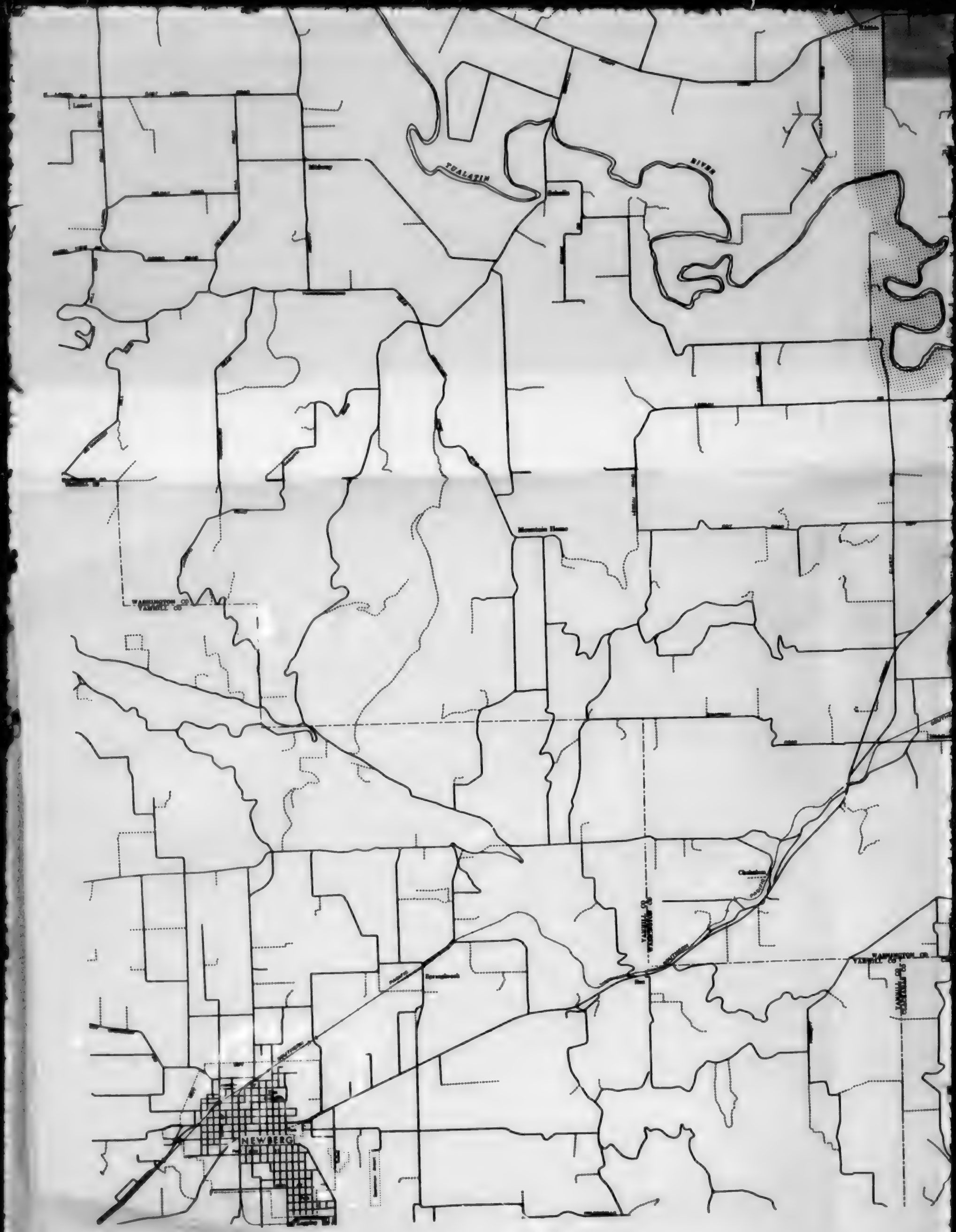
TUALATIN
RIVER

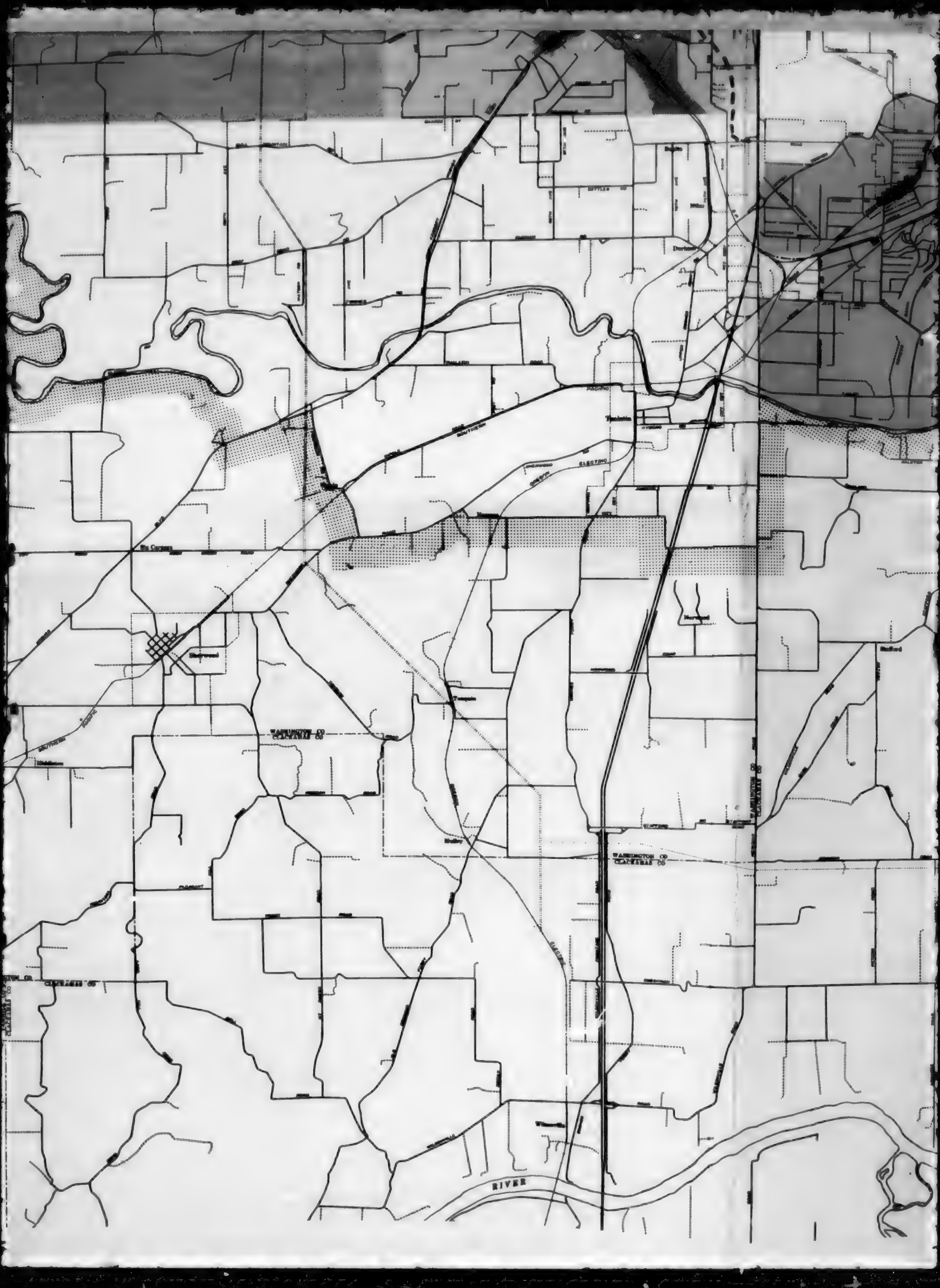

HIGHWAY
TIGARD
BEAVERTON
BEAVERTON

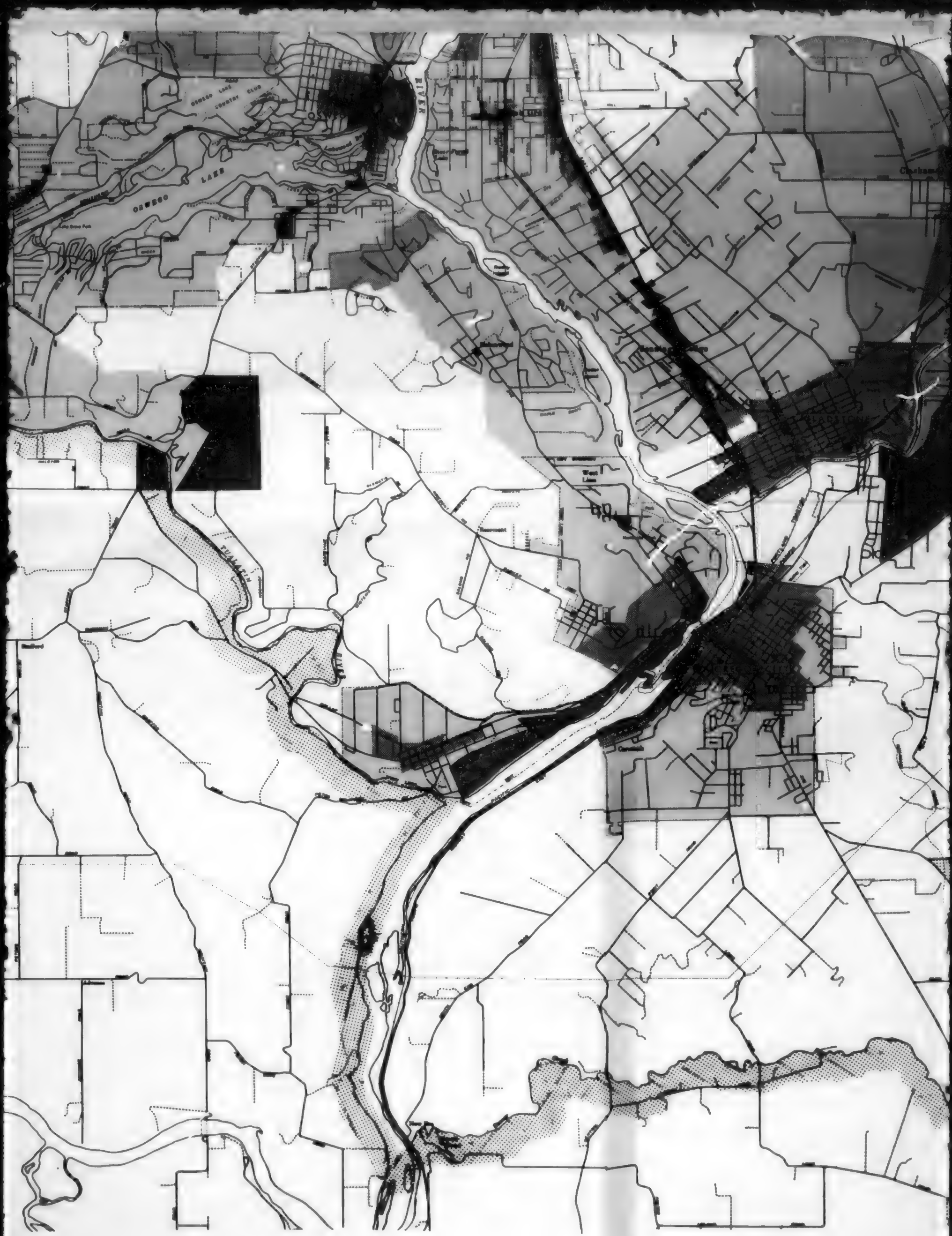

PORTLAND
WILLAMETTE
RIVER
OSWEGO
LAKE
OSWEGO LAKE COUNTRY CLUB
Johnson Creek
Clackamas

WILLAMETTE
NATIONAL
TOM D. MCCALL
GOLF COURSE
Clackamas
CLACKAMAS

SANDY
Sandy

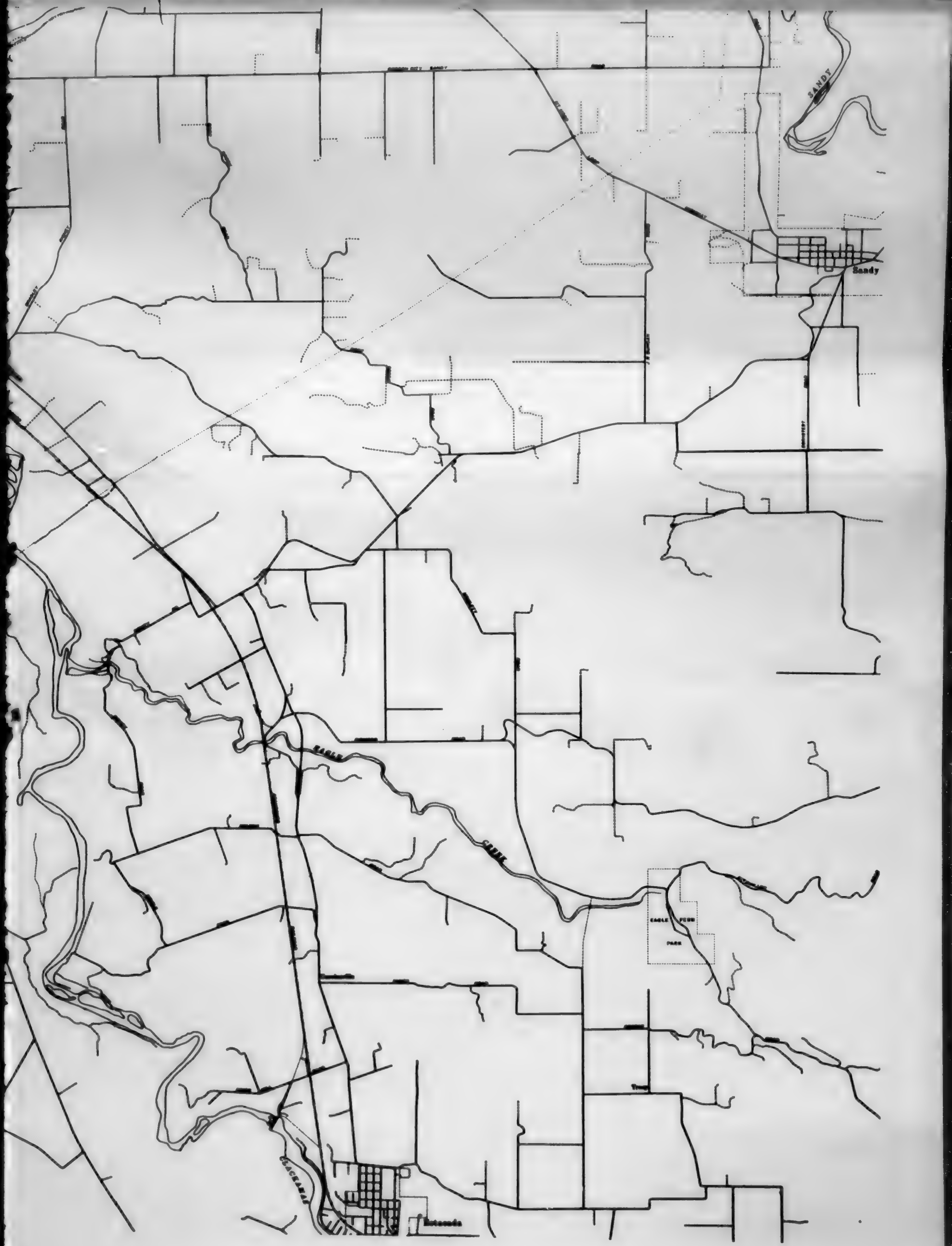

TUALATIN
RIVER
NEWBERG

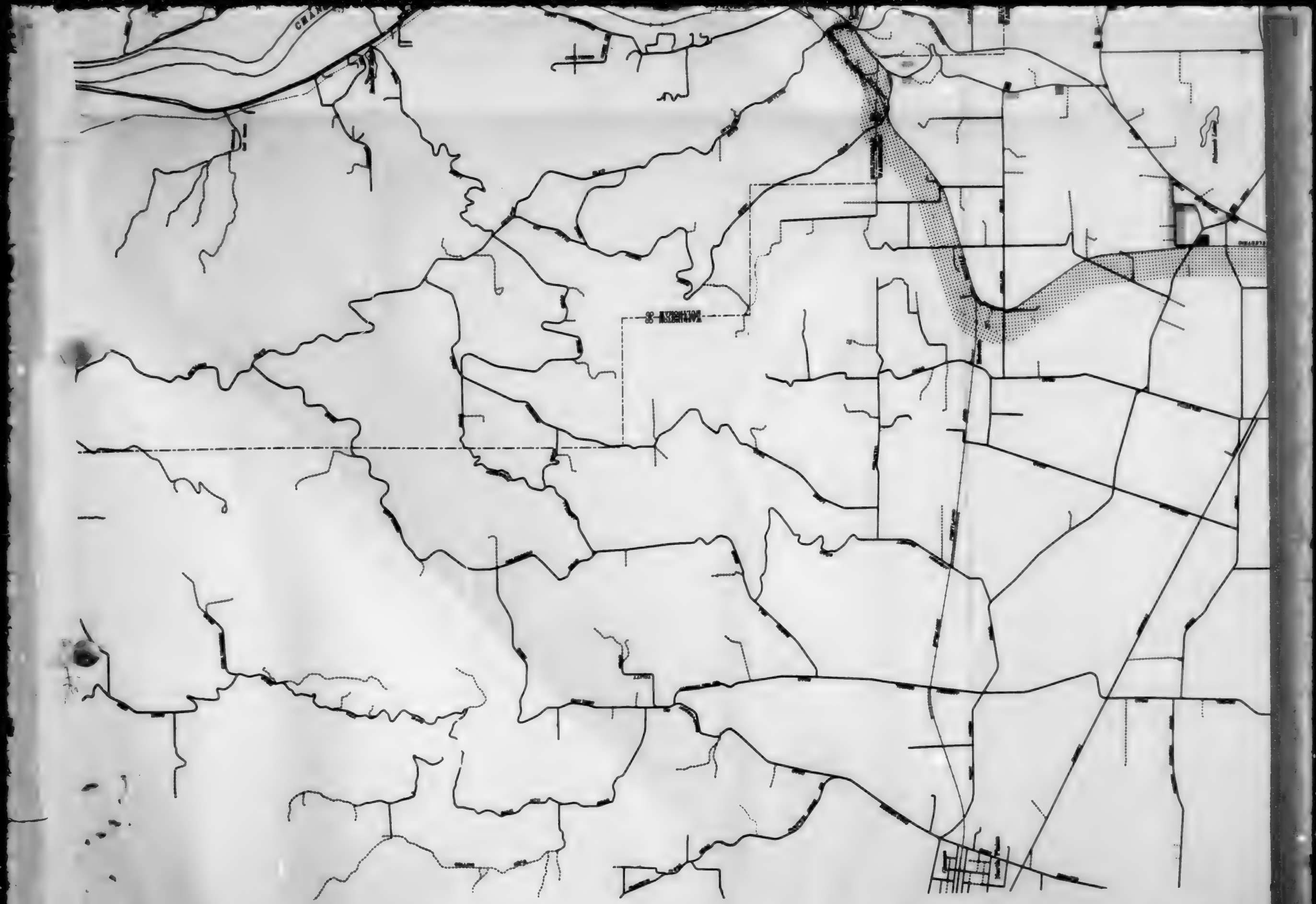

WASHINGTON CO
CLACKAMAS CO
RIVER


OSWEGO LAKE COUNTRY CLUB
OSWEGO LAKE
OSWEGO
RIVER
TUALATIN

CLACKAMAS

RIVER
CREEK
CREEK
CREEK
Escondido


SANDY
Sandy
EAGLE
CREEK
EAGLE FERN
PARK
SKAGGARD



I S L A N D
CHANNEL
COLUMBIA
SMITH LAKE

LAKE
COLUMBIA
RIVER
HAYDEN
ISLAND
PORTLAND
HARBOR
SMITH LAKE
COLUMBIA
RIVERSIDE
COUNTRY CLUB
INTERNATIONAL
AIRPORT
PORTLAND
AIR FORCE BASE
COLUMBIA

COLUMBIA
RIVER
Government
Island

METROPOLITAN PLANNING COMMIS

0 1 2
SCALE IN MILES

PORTLAND OREGON
JULY 1960

NORT

LAND USE

SINGLE FAMILY

MULTIPLE FAMILY

PUBLIC, SEMIPUBLIC BUILDINGS

PUBLIC, SEMIPUBLIC OPEN SPACE

COMMERCIAL

LIGHT INDUSTRY

HEAVY INDUSTRY

TAN PLANNING COMMISSION

PORTLAND OREGON
JULY 1960

NORTH

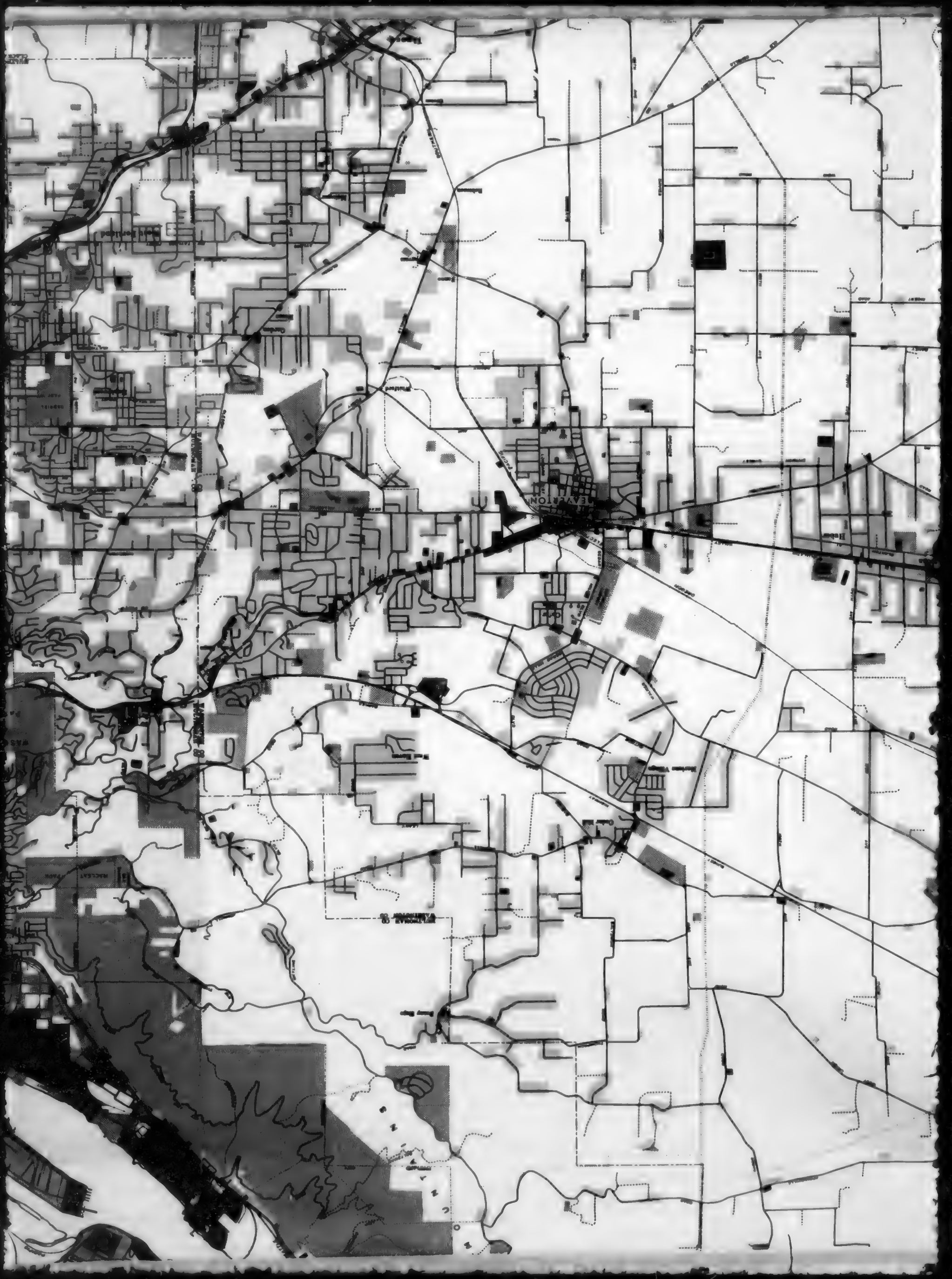
LAND USE

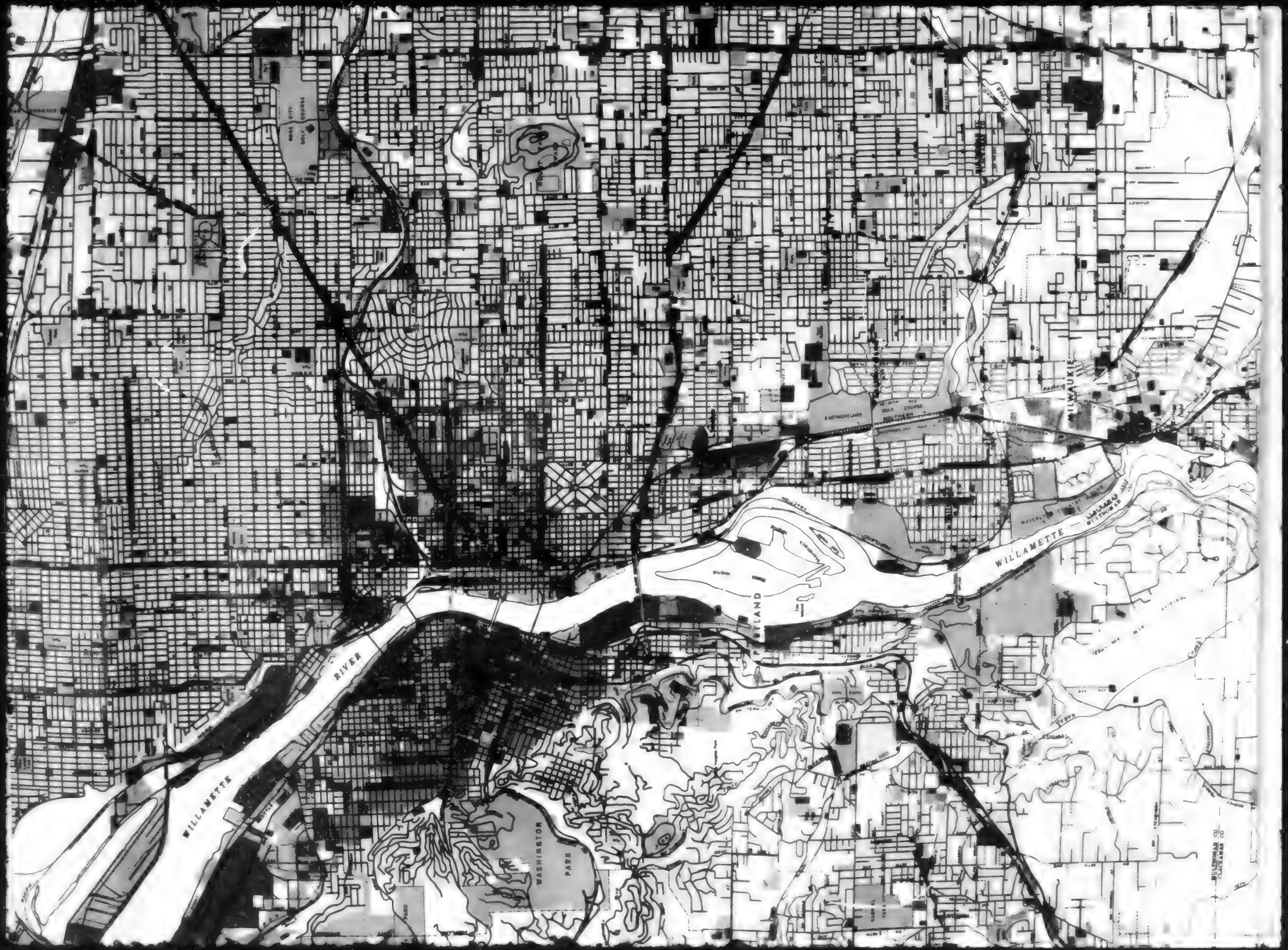
COMMERCIAL

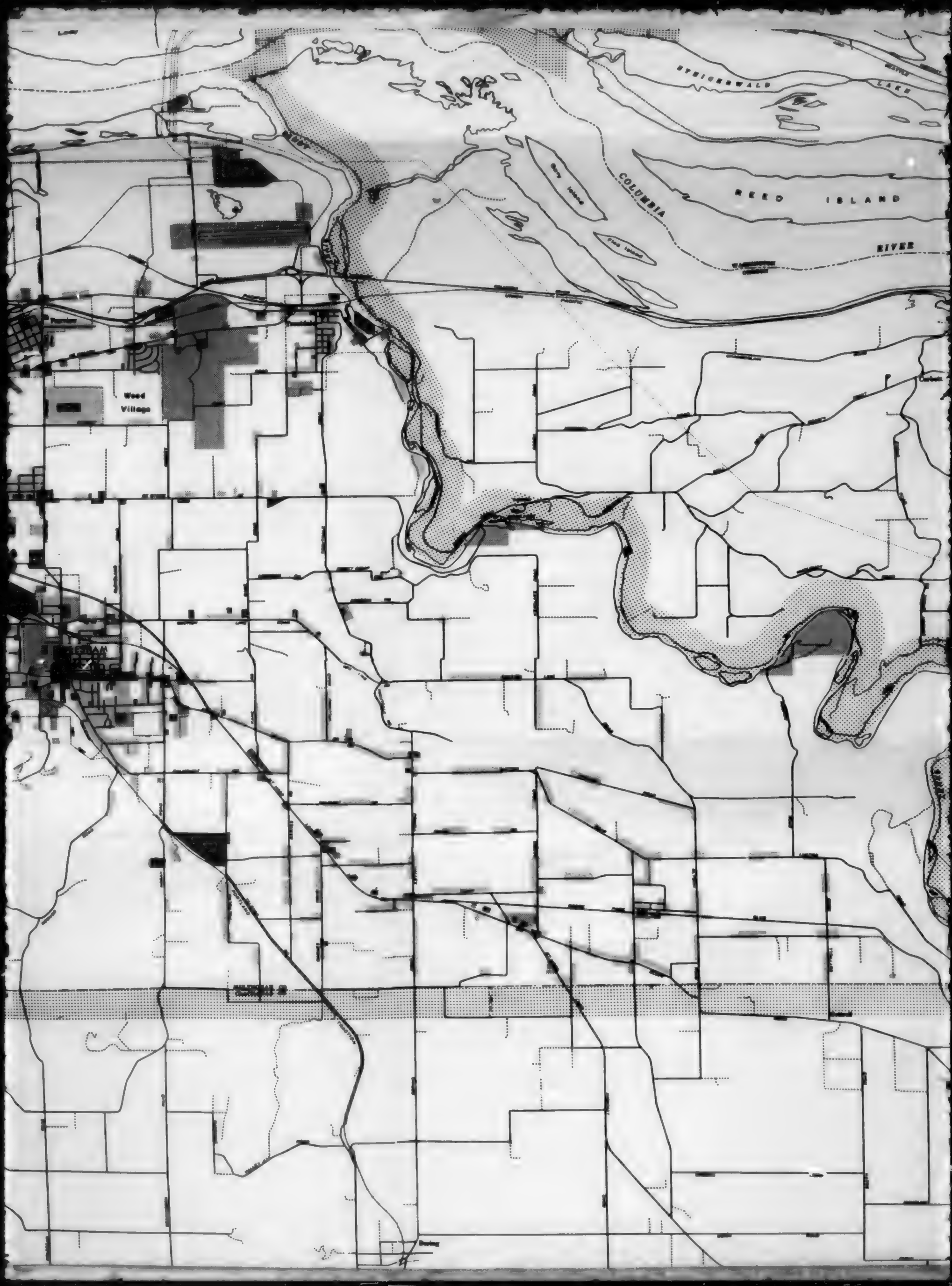
LIGHT INDUSTRY

HEAVY INDUSTRY

HILLSBORO
AIRPORT
HILLSBORO

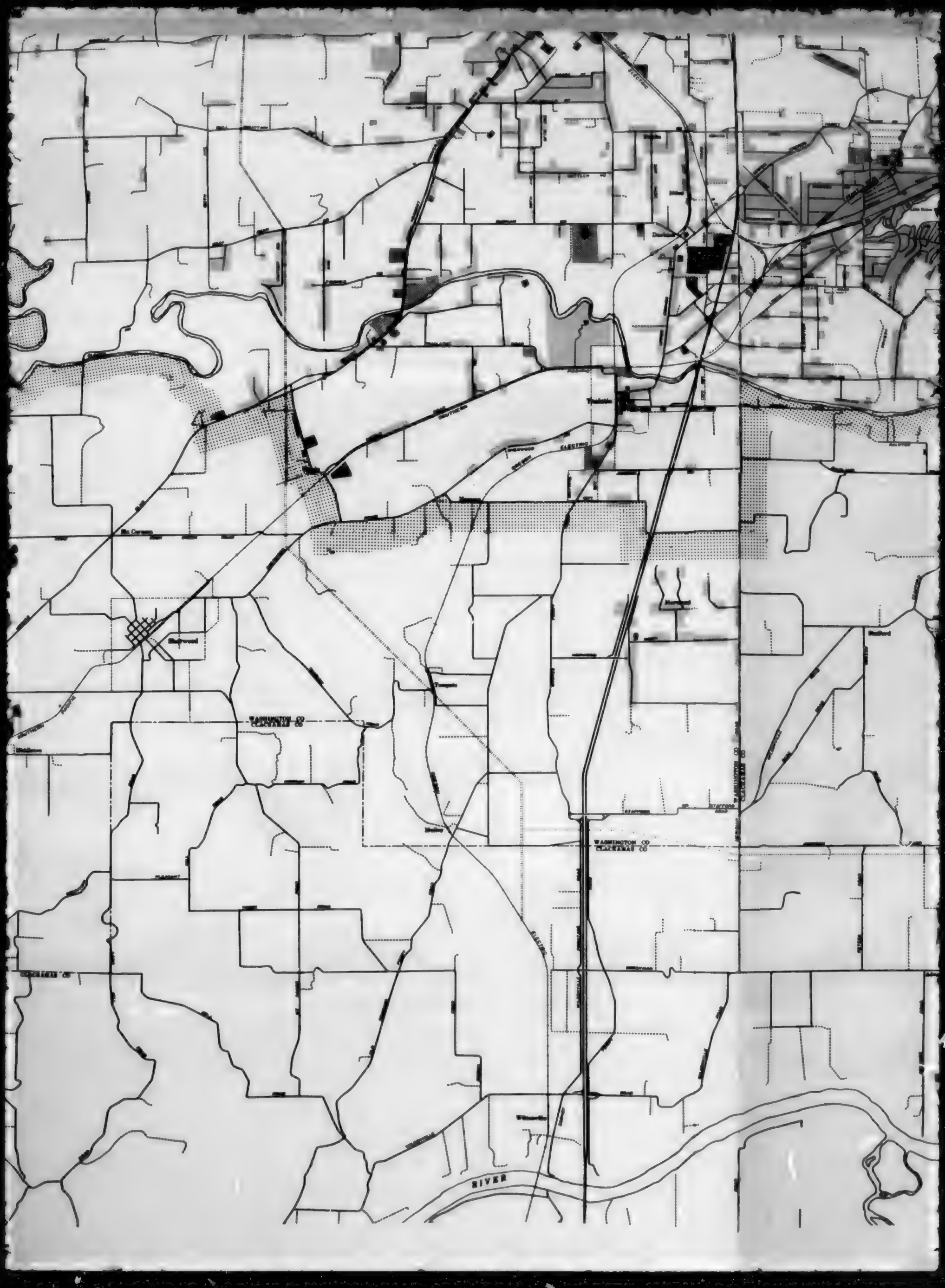


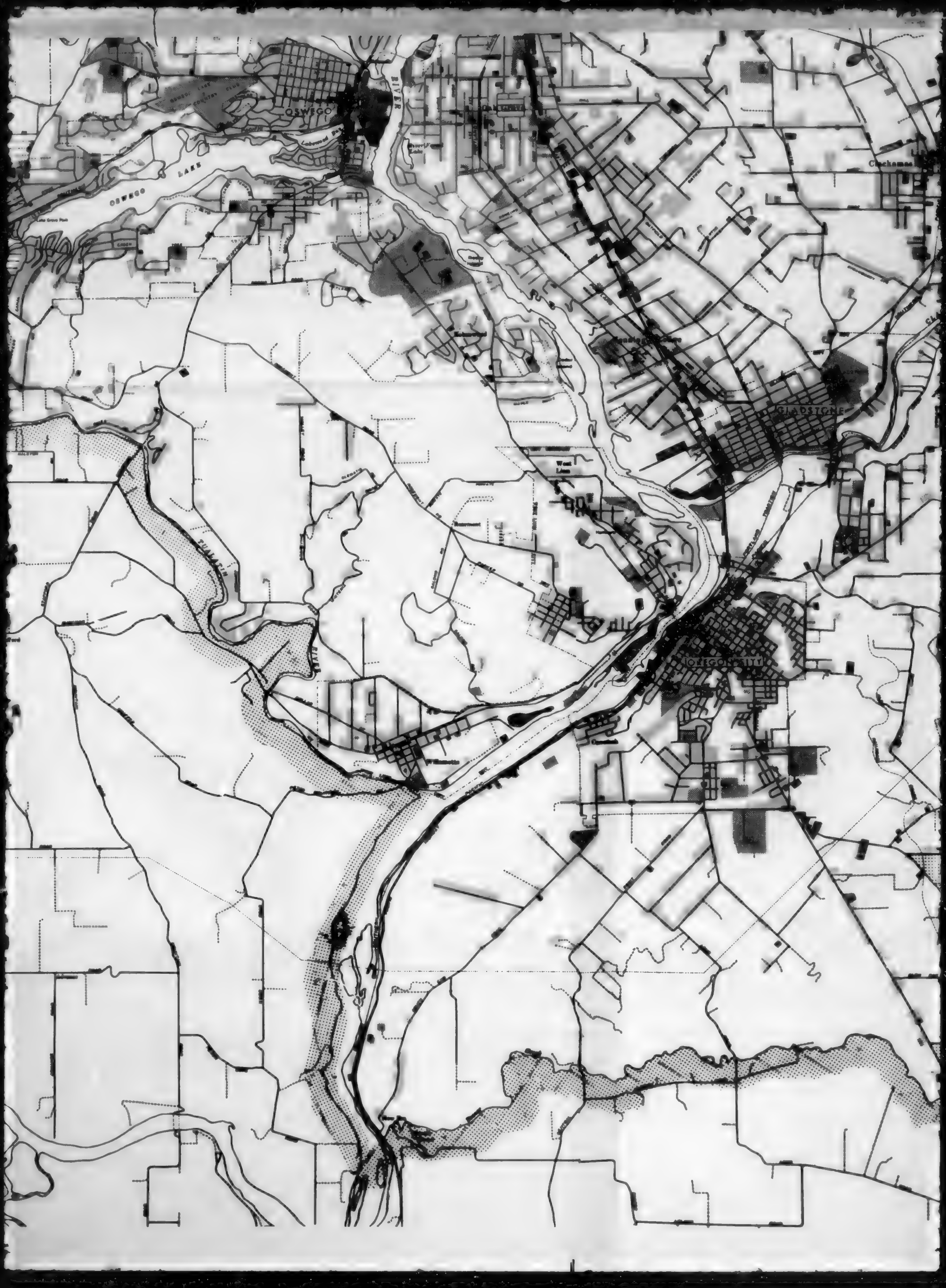

WILLAMETTE
RIVER
WASHINGTON
PARK
WILLAMETTE
RIVER


STEINBRUNN
LAKE
COLUMBIA
REED ISLAND
RIVER
Wood
Village

STRUCKMAN LAKE
COLUMBIA
REED ISLAND
RIVER

RIVER
NEWBERG


WASHINGTON CO
CLACKAMAS CO
WASHINGTON CO
CLACKAMAS CO
WASHINGTON CO
CLACKAMAS CO
RIVER


OSWEGO
OSWEGO LAKE
RIVER
GLADSTONE
OREGON CITY
TUALATIN

Clackamas
CLACKAMAS
RIVER
CLACKAMAS

SANDY
Sandy
EAGLE
CREEK
EAGLE CREEK
PARK
SPRINGWATER

RECEIVED
DEC 19 1960
FOR FILING
SA-466 (4)
6660

Cross Referenced To:
Adm
Petitions
Wash. Co

December 16, 1960

Mr. R. L. Shults
Tigard Times
Tigard, Oregon

Dear Mr. Shults:

As per your telephone request today, I am pleased to enclose a map indicating the route of the proposed highway connecting the Sunset and US99 freeways via Beaverton and Tigard. Probably it would be desirable to shade in the routings indicated in order to get a better picture if you intend to publish it in the Tigard Times.

If there is anything more you need along this line, please advise us.

Very truly yours,

W. C. Williams
State Highway Engineer

WCWims

Enclosure

cc Mr. Forrest Cooper

1A-15-21

RECEIVED
DEC 19 1960
FOR FILING
SU 466(4)
6650

December 16, 1960

Mr. D. Harbert Armstrong
Superintendent-Clerk
School District No. 48
Washington County
Beaverton, Oregon

Dear Mr. Armstrong:

Reply is made to your letter of December 2, concerning the proposal of School District No. 48 to build a new junior high school in the Beaverton-Tigard area.

We have been aware of this proposed construction. We attach prints of portions of our map showing the required right-of-way taking. It is our hope that negotiations can begin very shortly after the first of the year.

We must advise you, however, that it is generally our policy to purchase only the land needed for highway right of way and prefer that the school district secure such additional land as they may require, subject, of course, to fair compensation by the Highway Department.

Very truly yours,

W. C. Williams
State Highway Engineer

attach.

cc: Forrest Cooper
Tom Edwards

TE:jw ms

BOARD OF DIRECTORS
DR. VERNON D. HANSEN
DR. DERROL E. PENNINGTON
ERMA HAUST
ALBERT P. JENSEN
GERALD B. GRAY
JOHN M. BARNES
KARL F. NEUPERT
LETHA TURNER, SECRETARY

SCHOOL DISTRICT NO. 48

WASHINGTON COUNTY
BEAVERTON, OREGON
PHONE: CYPRESS 2-3526

D. HERBERT ARMSTRONG
SUPERINTENDENT-CLERK
ERROL HASSELL
DEPUTY SUPERINTENDENT-CLERK
BUSINESS MANAGEMENT
HARVEY HARRIS
ASSISTANT SUPERINTENDENT
CURRICULUM AND INSTRUCTION

December 2, 1960

State Highway Department
State Highway Building
Salem, Oregon

Att'n: Mr. Tom Edwards,
Construction Engineer

Dear Sir:

Last year this school district optioned and has now purchased the land indicated on the attached map.

It is our understanding that the "through" highway coming through Beaverton from the Baldock Freeway is going to ask for right-of-way across a portion of this property.

We are now in the process of locating a junior high school on this site and need to know the intentions of the State Highway Department in regard to this.

We would like to propose that for the number of acres the highway department requests for right-of-way that they acquire the same amount of that portion of property which Mr. Helfrich retains and exchange it with the school district for the acreage requested for right-of-way along the railroad tracks.

I would appreciate whatever information you can provide us at this time.

Sincerely,

D. Herbert Armstrong,
Superintendent-Clerk

DHA:fs
Enc.

RECEIVED
DEC 5 1960

268+18.84 P.S.
N664,000
E1141,000
500.00
S: 3°45'
D=0.3
+18.84 P.S.C.

N

TWP. 15 S.; R. 1 W.; W. M.
88-20-6

N663,000

E 1,415,000

1°30' C.L.
Ta = 14°30'
R = 736.24

500' Sp.
S = 3°45'
D = 0.3

J. & R. Loomis
371-238

51 P.C.S.

23
26
22
27

Found I.P. N662,917.61
E1,414,140.07

85.51 P.T.

10

11

12

500' SP.
S=3.45
O=0.3

268+18.84 P.S.

N664,000

E 1,414,000

270

273+18.84 P.S.C.

32409

275

80'

275+55.0

80'

Pacific Railroad

Tigard Branch

1°30' C.L.
Δ = 14°30'
T = 736.24

500' Sp.
S = 3°45'
d = 0.3

10

11

12

Found I.P. N662,917.61
E1,414,148.07

J. E. R. Loomis
371-238

277+85.51 P.C.S.

22

23

26

27

282+85.51 P.T.

90'

280

+00

2409

275

75'

80'

+55.08 P.I. N663,347.66
E1,413,797.14

90'

450' N 88°45'50" W

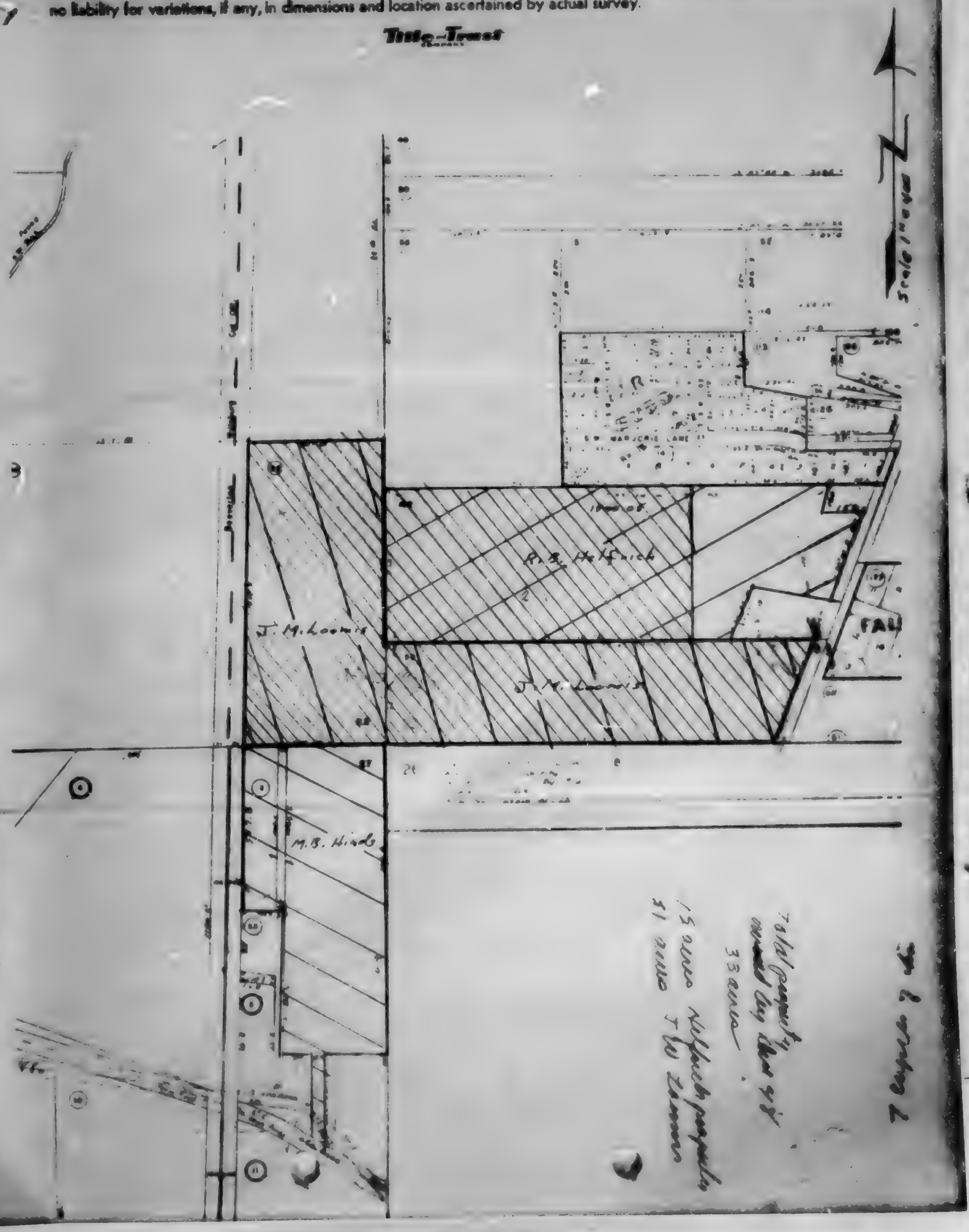
I.P.

405-132

404-567

The sketch below is made solely for the purpose of assisting in locating said premises and the Company assumes no liability for variations, if any, in dimensions and location ascertained by actual survey.

Title Trust



RECEIVED
DEC 12 1960
FOR FILING
Const
RW
Beaverton Legal

December 9, 1960

Mr. W. S. Newton
Manager of Properties
Kaiser Engineers
Kaiser Building
Oakland 12, California

Dear Mr. Newton:

In reply to your letter of November 28, enclosed is a copy of our preliminary plan and profile in the Beaverton area which covers the possible Fifth Street extension through the Henry J. Kaiser Company property.

Both the plan and profile are stamped "Preliminary Copy, Subject to Change" and should be considered thusly. Information as to the possible Fifth Street extension was obtained from the City of Beaverton and correlated with our plans.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

enc.
cc: W. C. Williams
Tom Edwards

KAISER ENGINEERS
DIVISION OF HENRY J. KAISER COMPANY
KAISER BUILDING OAKLAND 12, CALIFORNIA

November 28, 1960

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. Tom Edwards
Construction Engineer

Gentlemen:

Your letter of November 18, 1960, forwarding prints of the proposed construction of the Beaverton-Tigard Secondary Highway has been received.

The information portrayed with reference to the proposed freeway is very helpful. However, we are very desirous of having additional information with regard to grades, elevations and location of crossing structures as pertains to the proposed extension of 5th Street through the Henry J. Kaiser Company property to Cypress Street in the Pinehurst Development.

Any information presently available in this connection would be very much appreciated.

Very truly yours,

KAISER ENGINEERS
Division of Henry J. Kaiser Company

A. S. Newton
Manager of Engineering

30-1605 Hermiston - Tr. Sig. Inst. at Intersects. of N. 1st St. & Main & N. 1st with Gladys Ave. 1965

#6651

C & C 2967

#6651

September 15, 1977

City of Hermiston
City Hall
Hermiston, OR 97838

Attention: Robert D. Irby
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 2867

Gentlemen:

Attached for your files is a fully executed copy of an agreement transferring the maintenance responsibility of the traffic signals on First Street at the intersections of Gladys Avenue and Main Street.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

RECEIVED
JAN 11 1966
FOR FILING

30-1605

6651

January 11, 1966

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building
San Francisco, California 94104

Gentlemen:

Contract No. 6651 awarded to Madsen and Stokes Electrical Contractors for installation of traffic signals in Hermiston at the intersection of North First Street with Main Street and Gladys Avenue on the Umatilla-Stanfield and Hermiston Highways in Umatilla County was completed on October 21, 1965, and accepted by the Highway Commission on January 10, 1966.

Final payment in the amount of $722.82 will be released to the contractor after January 18, 1966. The total contract amount is $12,180.32 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc Madsen & Stokes Electrical Contractors
P.O. Box 280
Roseburg, Oregon

Mr. Fred York
1200 High Street
Eugene, Oregon
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JAN 11 1966
FOR FILING
30-1605
6651

January 10, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed October 21, 1965, on Contract No. 6651. The contract was with Madsen and Stokes Electrical Contractors and was for installation of traffic signals in the city of Hermiston on the Umatilla-Stanfield and Hermiston Highways in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 10, 1966, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
F. B. Crandall
C. H. Maison
A. F. Parson

bg

RECEIVED
NOV 19 1965
FOR FILING
24-1644
6651

Salem, Oregon
November 18, 1965

Completion of Contract

Mr. I. D. Merchant
Bridge Engineer

B U I L D I N G

This is to advise you that work was completed on Oct. 21, 1965, on Contract No. 6651, Hermiston Traffic Signals Section, in Umatilla County.

We request that your office return a signed copy of this letter indicating acceptance of the contract work, or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

The Third Notification date is October 21, 1965.

L. H. Young
Office Engineer

Bridge Division
Office Endorsement

Date:_____

Conditions noted on above date:

Bridge Engineer

KMR:mb

RECEIVED
NOV 24 1965
FOR FILING

30-1605
6651

November 10, 1965

#14

Madsen & Stokes Electrical Contractors
P. O. Box 280
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting on November 4 considered your request for an extension of the specified completion date from September 30 to October 30, 1965, (30 calendar days) to complete Contract No. 6651 for traffic signal installations at the intersections of N. First Street with Main Street and Gladys Avenue in the city of Hermiston on the Umatilla-Stanfield and Hermiston Highways in Umatilla County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to October 15, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc A. F. Parsen
D. W. Callaher
F
L. H. Young
I. D. Merchant
C. H. Maleen

E—320 (Rev.)—SM—10-61

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 18, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Sept.30/1965 days to Oct.30/1965 days, within which to complete our Contract No. #6651, without the assessment of liquidated damages. The said contract is described as follows: Umatilla County, Umatilla-Stanfield & Hermiston Highway, Hermiston Traffic Signal Installation

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The job was bid on June 29th and the date of our award was July 22nd. Time delay of approxiametly one month in our award of this contract.

Respectfully submitted,

MADSON & STOKES ELECTRICAL CONTR.
Contractor

By Chas A Stokes
partner

CONSENT OF SURETY

Date August 20, 1965

We, GLENS FALLS INSURANCE COMPANY, GLENS FALLS, NEW YORK, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Fred York
Fred York, Attorney-in-fact

(SEAL)

Fred L. York
Fred L. York, Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6651 Contractor Madson & Stokes Electrical Contractors

Highway Umatilla - Stanfield and Hermiston

Section Intersections N. First Street with Main Street and Gladys Avenue, Hermiston

Kind of Work Traffic Signal Installation, Job No. 9479

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows:

Twenty-four days elapsed between bid opening and award. This normally a week to ten day period. Recommend granted time extension of fifteen days.

Recommended for Approval: 15 days

Alfred A. Shenkel
Division Engineer

Ivan V. Buchanan
Construction Engineer or Bridge Engineer

Thomas E. Stanton
State Highway Engineer

Contract No.	6651
Project designation	State (State-Federal)
Date awarded	July 22, 1965
Work started	Not Started 8-24-65
Per cent completed	0.0 8-24-65 (Date)
Date of Completion	
No. of Workdays Allowed	9-30-65
No. of ~~Workdays~~ Calendar Days Used	34
No. of Added ~~Workdays~~ Calendar Days Requested	30

FORM E-20 80M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1965

SUBJECT: Request for Extension of Time
Madson and Stokes, Contract No. 6651

To: Mr. C. A. Gardner
Bridge Office Engineer

BUILDING

If the Commission follows our recommendation and grants a 15-day extension, will the contractor be assessed any liquidated damages? Please advise.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Victor D. Wolfe

Compl Date 10/21/65
Contr will be assessed
liq dam @ $50 - $300 Lacy

RECEIVED
OCT 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 - 1965
FOR FILING

30-160
6651

October 28, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 14
November 4, 1965 Meeting

Gentlemen:

Madsen and Stokes, contractor for traffic signal installations at the intersections of E. First Street (OR332) with Main Street and Gladys Avenue (OR207) in the city of Hermiston, Umatilla County, Contract 6651, has requested that the specified completion date of September 30, 1965, be advanced to October 30, 1965, (30 calendar days) without assessment of liquidated damages. The contractor cites delay in the award of the contract as his reason for this request.

There was some delay in the award of this contract caused by the completion of financial arrangements between the City of Hermiston and the Highway Department. While we cannot recommend that the completion date be advanced to October 30, 1965, there is sufficient reason to advance it to October 15. This means that the contractor will still be assessed six days liquidated damages at $50 per day, or $300.

The matter will be on the agenda for your consideration at the November 4 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
A. F. Parson

RLP:ms bg

RECEIVED
OCT 8 - 1965
FOR FILING
30-1605
6651

Salem, Oregon
October 5, 1965

Request for Extension of Time
Hodson and Stokes, Contract No. 6651

Mr. G. A. Gardner

Bridge Office Engineer

B U I L D I N G

If the Commission follows our recommendation and grants a 15-day extension, will the contractor be assessed any liquidated damages? Please advise.

R. L. Porter
Deputy State Highway Engineer

RLP:mm
att.
cc Mr. Victor D. Wolfe

FORM

RECEIVED
AUG 11 1965
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD

KENNETH N. FRIDLEY, MEMBER
MASCO

DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

30-1605

6651

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

August 11, 1965

Madson and Stokes Electrical Contractors
P. O. Box 280
Roseburg, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 6651, awarded July 22, 1965, for traffic signal installation at the intersections of N. First Street with Main Street and Gladys Avenue in Hermiston on the Umatilla-Stanfield and Hermiston Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Enclosure

RECEIVED
AUG 2 1 1965
FOR FILING

30-1605

6451

MISC. CONTRACTS AND AGREEMENTS No. 2267

Salem, Oregon
July 21, 1965

Agenda Item 4d-1

Mr. F. B. Crandall
Traffic Engineer
Building

3681

Attached is a conformed copy of an agreement with the City of Hermiston covering traffic signal installation at First and Main streets and at First street and Gladys Avenue.

A fully executed copy of the agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Hermiston.

Secretary

rn
Attach: 1

RECEIVED
JUL 20 1965
FOR FILING
30-1605
6651
Hermiston
3741

July 19, 1965

Mr. L. T. Harper
City Manager
City Hall
Hermiston, Oregon

Dear Mr. Harper:

This will acknowledge your letter of July 8 stating that the City of Hermiston would be willing to pay one-half the estimated cost of $300 for moving the existing flashing beacon from the intersection of First and Main Streets to the intersection of First Street and Hurlburt Avenue in Hermiston.

We will arrange to reinstall the flashing beacon at the Hurlburt Avenue intersection when it is removed from its existing location. The beacon will provide flashing amber indications to First Street and flashing red indications to Hurlburt Avenue. Upon completion of the reinstallation, the City will be billed for one-half the actual cost of the work involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
Victor D. Wolfe
E. S. Hunter (enc.) - Will you please arrange to have this work done at the proper time.
A. F. Parson (enc.)

VPJ:ji jwa

OFFICE OF THE: City Manager

July 8, 1965

Mr. Tom Edwards
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr.Edwards:

Received your letter of July 6, 1965 in regard to moving the flashing beacon which is presently located at First and Main Streets to First and Hurlburt Avenue.

The Mayor has instructed me to inform you that the city would be most happy to have this beacon moved to the new location and express the city's willingness to participate in one half of the estimated cost which is in the sum of $300.00.

It is our feeling that the flashing light for the highway would be of an amber color and that for the Hurlburt sides would be red in as much as there are stop signs at the Hurlburt intersection of the Highway and said flashing beacon would be acting more or less as a warning device for traffic on the highway.

We appreciate your interest shown towards the city of Hermiston and if we can be of any further assistance in this or any other matters kindly advise.

Yours truly,

L. T. Harper
City Manager

LTH mr

Bud Ralph, Wood

RECEIVED
JUL 12 1965
TRAFFIC ENGINEERING

RECEIVED
JUL 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 6 - 1965
FOR FILING
30-1605
6651

July 6, 1965

Mr. L. T. Harper
City Manager
City Hall
Hermiston, Oregon

Dear Mr. Harper:

During a recent discussion with Mr. Don Gallaher, who will be the Resident Engineer for the traffic signal installation in Hermiston, you asked that consideration be given to move the flashing beacon which is presently installed at the intersection of First and Main Streets, one block south to the intersection of First and Hurlbert.

Such an arrangement is satisfactory to this office. The estimated cost of reinstalling the flashing beacon is $300, and it would be necessary for the City to pay one-half this cost. It would also be necessary for the City to maintain the flashing beacon and pay for all electrical energy consumed, as is the case with the beacon at its present location.

If the above arrangement meets with the approval of City Officials and if you will so inform me, I will arrange to have the beacon installed at the Hurlbert intersection when it is removed from Main Street.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
A. F. Parson

VPJ:scr jwa

State Highway
Traffic Signals to be Installed
Flashing Beacon Requested

RECEIVED
JUN 22 1965
FOR FILING
30-1605
6651

June 22, 1965

Oregon State Highway Commission

Gentlemen:

The City of Hermiston has requested installation of traffic signals at two locations in the city of Hermiston: First Street (OR732) and Main Street (OR207); and First Street (OR732) and Gladys Avenue (OR207). Investigation has been made and signalization is warranted at the two locations.

Your approval is recommended with respect to two installations on the usual cooperative arrangement wherein the State and City share equally in the installation costs with the City committed to care for maintenance and power consumption costs. The total estimated cost is $14,500 and the State's share would be cared for with Minor Betterment Funds. If you approve, it is requested the Secretary be authorized to sign the agreement on behalf of the Commission.

This matter will be on the agenda for the July 13 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison
H. S. Cox
A. F. Parson

FBC:njc bg

RECEIVED
MAY 18 1965
FOR FILING
30-1605
6651

May 17, 1965

3474

Mr. L. T. Harper
City Manager
City Hall
Hermiston, Oregon

Dear Mr. Harper:

In response to the request which you made during your recent visit to this office, we have again looked into the matter of signalization at the intersections of First Street with Gladys Avenue and Main Street in Hermiston.

Although we are somewhat concerned with possible congestion due to the heavy left turns off First Street at these two intersections, we are willing to participate in the signalization. There are attached two copies of a State-City agreement covering the proposed installation.

Will you please have these agreements executed by the proper authorities and returned to this office, along with the City's check for $7,250. You will note that under Item 5, "Things To Be Done By The City", it is necessary that the City Council enact an ordinance or resolution authorizing you and the City Recorder to enter into this agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

VPJ:ji jwa

FORM E-30X—30M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1965

To: F. B. Crandall
Traffic Engineer
O F F I C E

SUBJECT: Request for Traffic Signals
First Street (OR32) at Gladys Avenue &
Main Street
Hermiston
TE 3474

There are attached correspondence and a suggested draft on the above numbered assignment.

These two intersections have been the subject of many investigations during the past 15 years. A flashing beacon has been installed at each intersection, and the Main Street intersection is a four-way stop. The City has not been satisfied with these measures and through the years, has been pushing for the installation of traffic signals.

The attached traffic data, although old and consequently lower than that existent at the present, are indicative of traffic patterns and volumes at the two intersections in question. Strictly on a volume basis, signalisation is warranted at both intersections. We have always been somewhat resistant to signalisation because of the heavy right turns into and left turns off of the highway at both intersections. The left-turners would experience more difficulty under signalisation than they do at the present time. The accident record during the period from January 1, 1962, to February 28, 1965, has been about the same at both intersections, and is about average for intersections of this type.

Possibly it is time for us to go for the installation of traffic signals at the two intersections. Interconnected, pre-timed signals are recommended at an estimated cost of $14,500.00.

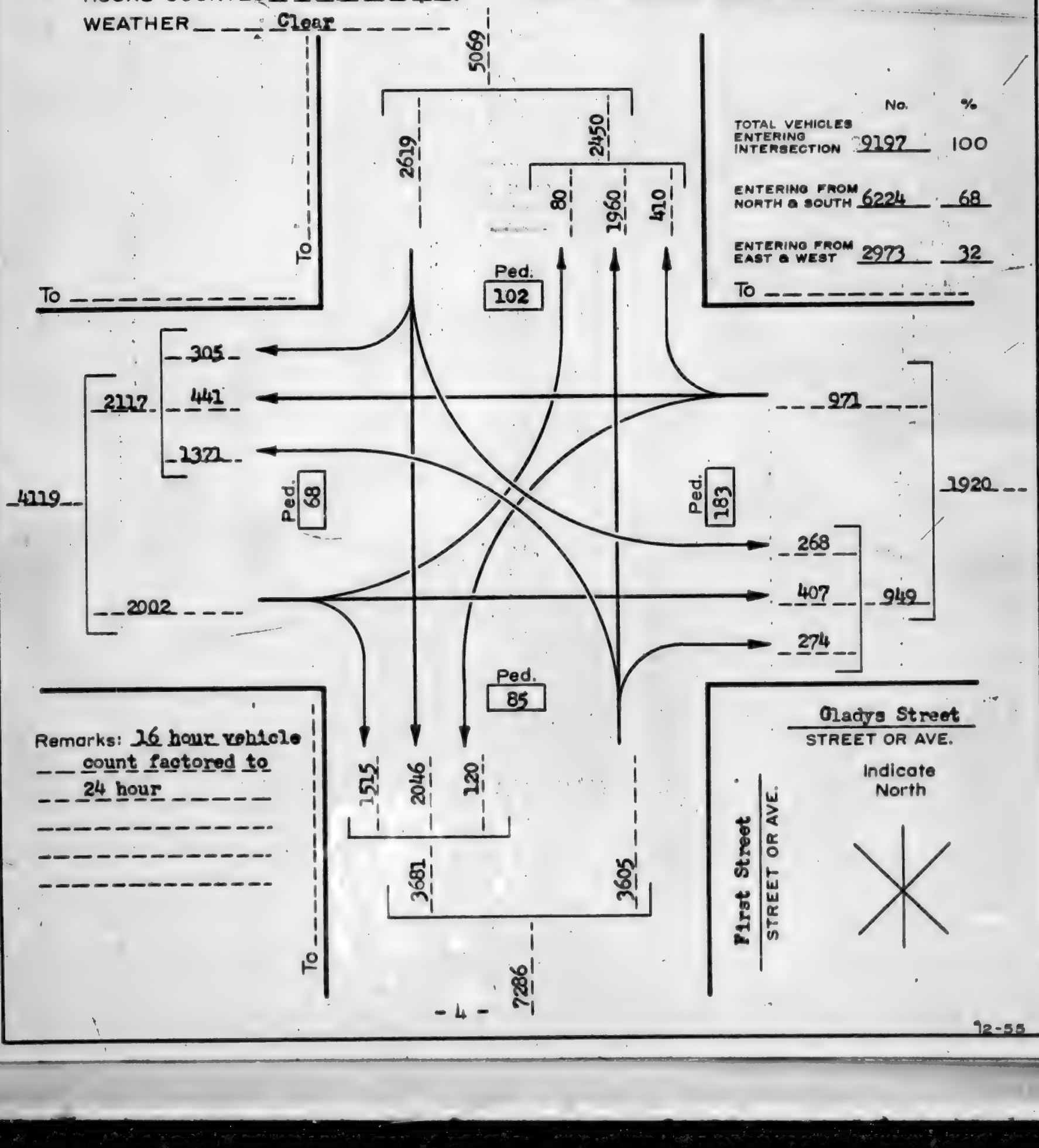
Val Johnson
Traffic Control Engineer

VPJ:ji
Attachments

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE April 10, 1957
DAY OF WEEK Wednesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 a.m. to 10 p.m.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 a.m. to 10 p.m.
WEATHER Clear

CITY OF Hermiston
INTERSECTION OF First Street
AND Gladys Street
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	9197	100
ENTERING FROM NORTH & SOUTH	6224	68
ENTERING FROM EAST & WEST	2973	32

To

Remarks: 16 hour vehicle count factored to 24 hour

12-55

Form E-48—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date April 10, 1957
Day of week Wednesday
Hours counted 16
Weather Clear

Classification All Vehicles & Ped.

Cit
Int
St
Co

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00– 7:00	4	3	12		44	19	12	8	3	3	15	41	164	123	75	41	25
	7:00– 8:00	3	5	10	1	53	69	11	13	1	12	35	48	261	195	75	66	25
	8:00– 9:00	16	17	12	3	123	91	30	33	20	22	91	72	530	336	63	194	37
	9:00–10:00	13	17	9	7	111	88	31	26	6	11	92	62	473	294	62	179	38
	10:00–11:00	14	27	16	6	97	108	23	30	6	16	102	80	525	331	63	194	37
	11:00–12:00	17	41	15	7	101	108	38	39	7	21	89	89	572	351	61	221	39
	12:00– 1:00	15	32	19	8	141	114	35	24	15	20	78	71	572	380	66	192	34
P.M.	1:00– 2:00	16	35	16	4	143	109	19	35	4	13	118	122	634	419	66	215	34
	2:00– 3:00	33	39	21	2	123	136	22	21	7	14	98	85	601	412	69	189	31
	3:00– 4:00	22	29	22	7	150	157	31	26	8	10	97	73	632	434	69	198	31
	4:00– 5:00	20	38	25	9	178	175	35	35	4	30	149	126	824	554	67	270	33
	5:00– 6:00	25	33	31	8	161	185	49	39	9	28	154	135	857	565	66	292	34
	6:00– 7:00	20	19	25	3	149	140	31	19	9	15	96	103	629	452	72	177	28
	7:00– 8:00	14	14	18	4	111	96	18	16	3	18	94	65	471	322	68	149	32
	8:00– 9:00	7	13	15	4	105	99	8	3	3	8	44	37	346	271	78	75	22
	9:00–10:00	5	11	11		70	88	8	3	4	8	25	37	270	219	81	51	19
	10:00–11:00																	
	11:00–12:00																	
A.M.	12:00– 1:00																	
	1:00– 2:00																	
	2:00– 3:00																	
	3:00– 4:00																	
	4:00– 5:00																	
	5:00– 6:00																	
	24-Hour total	268	410	305	80	2046	1960	441	407	120	274	1515	1371	9197	6224	68	2973	32
16	-Hour total	244	373	277	73	1860	1782	401	370	109	249	1377	1246	8361	5658	68	2703	32
	-Hour total																	
	Control																	
	Factor																	

First St. is North and South

Gladys St. is East and West

Tabulate
Compute
Checked
Checke

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Hermiston
Intersection First & Gladys
Station number
Code number

Classification All Vehicles & Ped.

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East	West	South
3	15	41	164	123	75	41	25	82	33	88	125		1	2	
12	35	48	261	195	75	66	25	141	45	118	218	1	2	1	1
22	91	72	530	336	63	194	37	262	138	241	419	2	25	2	1
11	92	62	473	294	62	179	38	245	104	227	370	3	8	7	8
16	102	80	525	331	63	194	37	268	116	257	409	9	7	5	7
21	89	89	572	351	61	221	39	289	163	277	415	6	14	4	5
20	78	71	572	380	66	192	34	329	141	235	439	14	17	3	9
13	118	122	634	419	66	215	34	323	122	314	509	5	9	4	9
14	98	85	601	412	69	189	31	354	136	249	463	9	10	4	9
10	97	73	632	434	69	198	31	387	126	256	495	13	28	7	13
30	149	126	824	554	67	270	33	445	162	379	662	8	11	10	7
28	154	135	857	565	66	292	34	443	183	416	672	14	5	9	8
15	96	103	629	452	72	177	28	356	113	277	512	4	15	8	6
18	94	65	471	322	68	149	32	257	83	211	387	9	22	1	2
8	44	37	346	271	78	75	22	243	42	111	296	4	7		
8	25	37	270	219	81	51	19	185	39	84	232	1	2	1	
274	1515	1371	9197	6224	68	2973	32	5069	1920	4119	7286				
249	1377	1246	8361	5658	68	2703	32	4609	1746	3744	6623	102	183	68	85

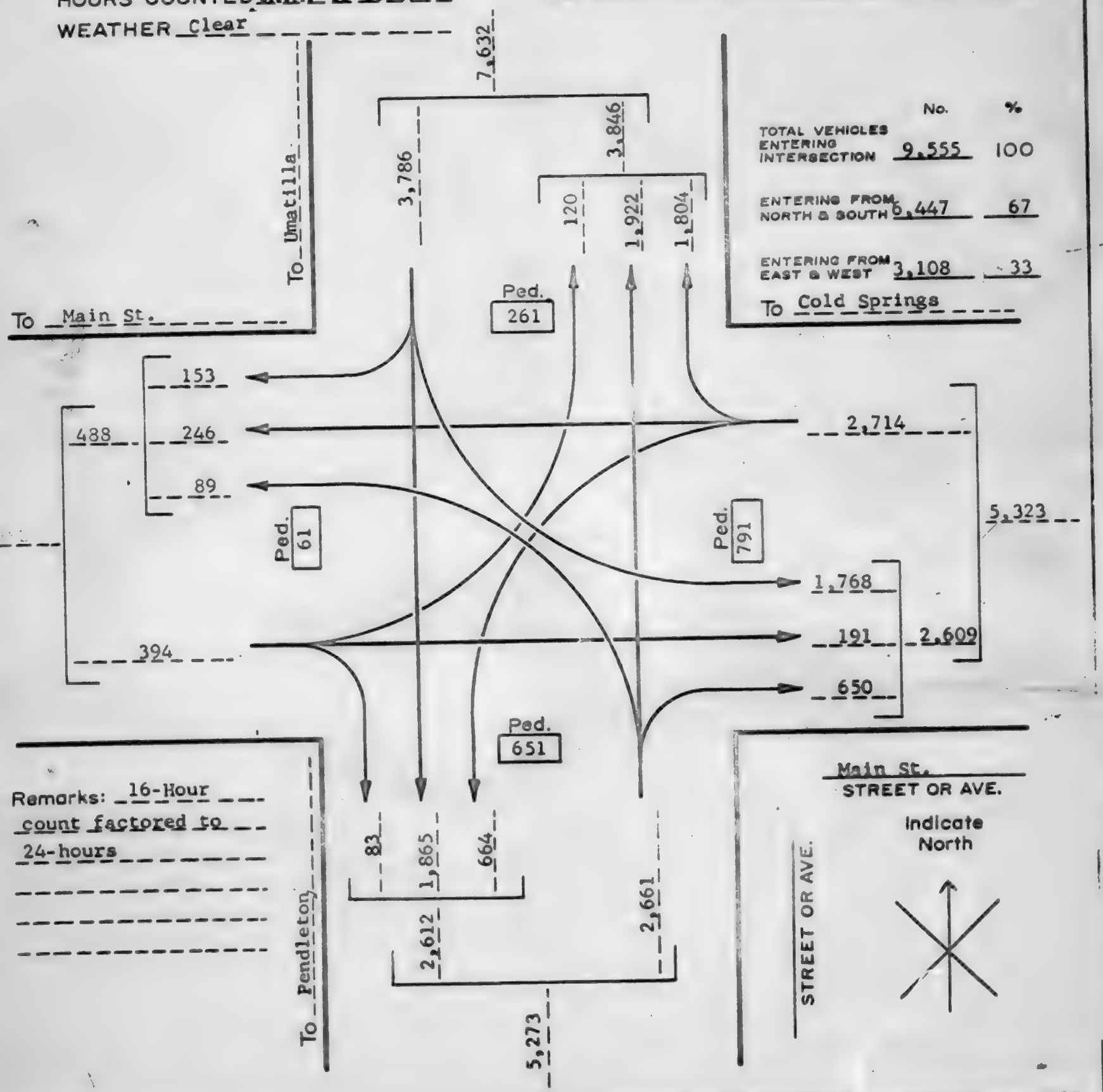
th
est

Tabulated by
Computed by
Checked by
Checked by

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 26-27, 1961
DAY OF WEEK Wednesday & Thursday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6A.M. to 10P.M.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6A.M. to 10P.M.
WEATHER Clear

CITY OF Hermiston, Oregon
INTERSECTION OF Main
AND First
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	9,555	100
ENTERING FROM NORTH & SOUTH	6,447	67
ENTERING FROM EAST & WEST	3,108	33

To Cold Springs

Remarks: 16-Hour count factored to 24-hours

12-59

Form E-48—334

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date ..... July 26, 27, 1961
Day of week ..... Wed. & Thur.
Hours counted .....
Weather .....

Classification ..... All Vehicles

	TIME	SUMMARY BY MOVEMENTS												TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West					
A. M.	6:00– 7:00	23	46	-	2	48	37	8	7	31	15	2	4	225	129	57	96	43
	7:00– 8:00	39	46	6	5	32	62	15	4	29	9	2	6	255	154	60	101	40
	8:00– 9:00	74	85	12	3	74	85	22	14	28	16	9	5	427	266	62	161	38
	9:00–10:00	95	78	11	8	104	93	16	10	39	30	7	4	495	337	68	158	32
	10:00–11:00	118	121	12	10	88	98	15	12	41	51	7	2	575	369	64	206	36
	11:00–12:00	107	122	9	4	123	108	16	13	51	43	9	6	611	396	65	215	35
P. M.	12:00– 1:00	104	127	14	11	108	133	16	8	33	43	5	6	608	408	67	200	33
	1:00– 2:00	124	99	11	8	127	115	13	16	34	49	5	5	606	431	71	175	29
	2:00– 3:00	108	106	12	7	134	130	14	5	33	49	1	5	604	438	72	166	28
	3:00– 4:00	108	125	11	7	110	114	17	15	38	52	1	10	608	405	67	203	33
	4:00– 5:00	164	129	8	9	136	130	25	17	38	54	7	5	722	497	69	225	31
	5:00– 6:00	134	149	7	13	122	151	10	22	45	48	10	10	721	472	65	249	35
	6:00– 7:00	111	109	8	2	117	125	4	7	54	28	5	4	574	393	68	181	32
	7:00– 8:00	106	115	6	5	142	132	14	9	35	39	1	1	605	426	70	179	30
	8:00– 9:00	111	106	5	7	145	145	11	7	35	48	2	4	626	458	73	168	27
	9:00–10:00	79	77	7	8	85	89	8	8	40	17	2	4	424	281	66	143	34
	10:00–11:00																	
	11:00–12:00																	
A. M.	12:00– 1:00																	
	1:00– 2:00																	
	2:00– 3:00																	
	3:00– 4:00																	
	4:00– 5:00																	
	5:00– 6:00																	
	24-Hour total .	1768	1804	153	120	1865	1922	246	191	664	650	83	89	9555	6447	67	3108	33
	___-Hour total .																	
	16-Hour total .	1607	1640	139	109	1695	1747	224	174	604	591	75	81	8686	5860	67	2826	33
	Control . . .																	
	Factor . . .																	

First ..... St. is North and South

Main ..... St. is East and West

Cl
In
St
Co

Tabulated

Computed

Checked

Checked

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Hermiston, Oregon

Intersection Main and First Street

Station number

Code number

Classification All Vehicles

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
								North	East	West	South	North	East	West	South
15	2	4	225	129	57	96	43					10	7	2	7
9	2	6	255	154	60	101	40					5	8	-	1
16	9	5	427	266	62	161	38					21	26	3	23
30	7	4	495	337	68	158	32					19	61	2	43
51	7	2	575	369	64	206	36					30	125	5	92
43	9	6	611	396	65	215	35					24	99	9	83
43	5	6	608	408	67	200	33					41	65	15	55
49	5	5	606	431	71	175	29					17	76	3	75
49	1	5	604	438	72	166	28					14	61	2	50
52	1	10	608	405	67	203	33					24	65	5	63
54	7	5	722	497	69	225	31					20	59	8	64
48	10	10	721	472	65	249	35					4	56	5	33
28	5	4	574	393	68	181	32					23	27	2	23
39	1	1	605	426	70	179	30					1	18	-	8
48	2	4	626	458	73	168	27					3	16	-	16
17	2	4	424	281	66	143	34					5	22	-	15
650	83	89	9555	6447	67	3108	33	7632	5323	882	5273				
591	75	81	8686	5860	67	2826	33	6937	4840	802	4793	261	791	61	651

Tabulated by

Computed by

Checked by

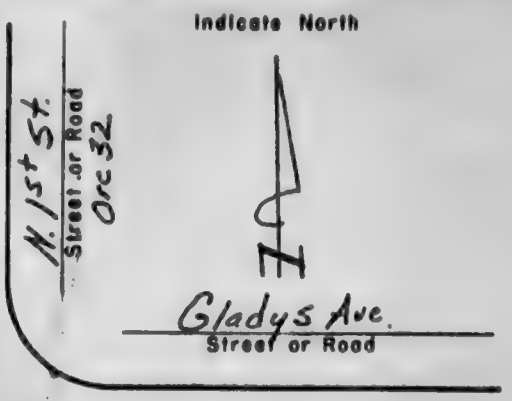
Checked by

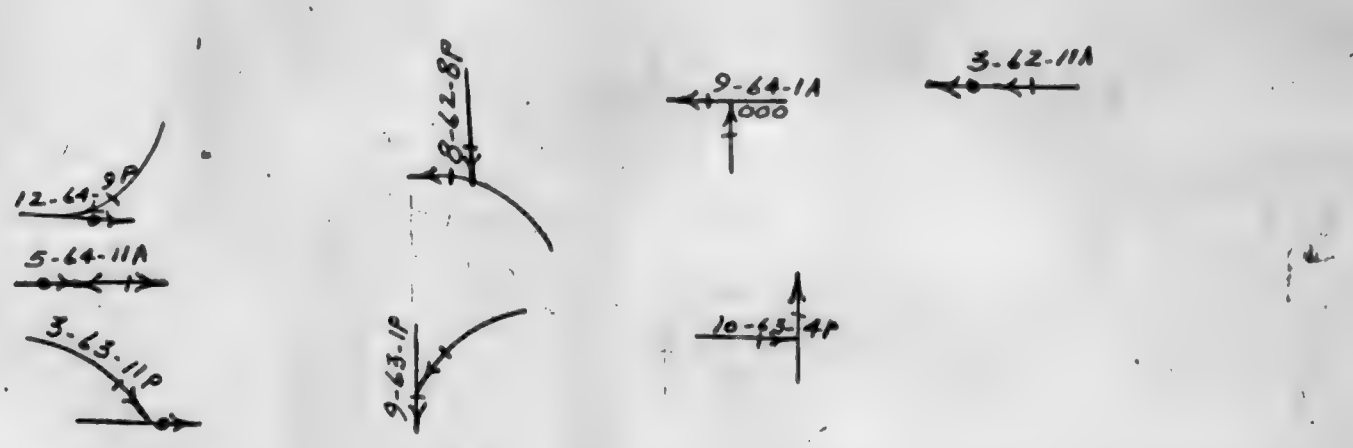
Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of Hermiston County Umatilla
Intersection of N. 1st St. and Gladys Ave
Highway Number 54 (Orc 32)
Period Covered 1-1-62 to 2-28-65
Compiled by BC Drawn by _____ Date 5-10-65

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe





- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Example:

Collision – Sideswipe
June, 1941 - 5-6PM
Property Damage.

Collision Type	1962				1963				1964				2 mos. 1965				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle							1	1		1		1						1	1	2
Head-on																				
Rear-end			1	1															1	1
Sideswipe																				
Turning Movement			1	1			2	2			1	1							4	4
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing											1	1							1	1
Misc.																				
TOTAL			2	2			3	3		1	2	3	-	-	-	0		1	7	8

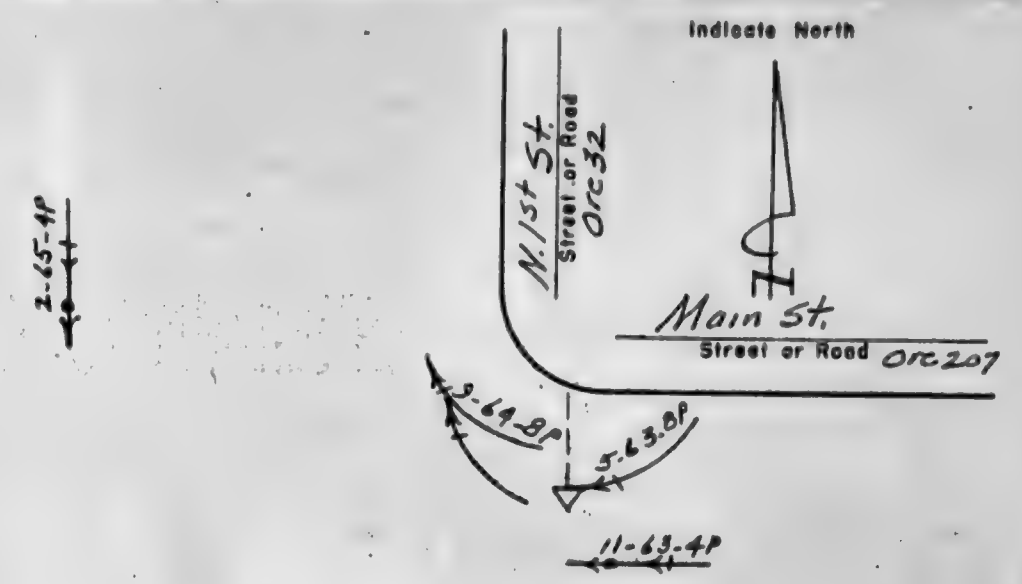
Form E-260 — 2M — 11-45

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of Hermiston County Umatilla
Intersection of N. 1st St. and Main St.
Highway Number 54 (Orc 32)
Period Covered 1-1-62 to 2-28-65
Compiled by RC Drawn by _____ Date 5-10-65

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Example:

Collision – Sideswipe
June, 1941 - 5-6PM
Property Damage
X - 1963 - 1RE - direction unknown not shown

Collision Type	1962				1963				1964				2 mos. 1965				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle											2	2							2	2
Head-on																				
Rear-end							2	2			1	1			1	1			4	4
Sideswipe																				
Turning Movement			1	1							1	1							2	2
Parking											1	1							1	1
Non-collision																				
Fixed Object																				
Pedestrian						1		1										1		1
Backing																				
Misc.																				
TOTAL			1	1		1	2	3			5	5			1	1		1	9	10

Form E-260 — 2M — 11-45

FORM H-30 ODOT 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 3, 1965

SUBJECT:

To: Mr. Tom Edwards
Assistant State Highway Engineer
O F F I C E

During a meeting between Hermiston City Manager L. T. Harper and Mr. Joseph E. Burns, also of Hermiston, with Mr. Cooper and Mr. Porter, the matter of a problem having to do with traffic lights at the intersection of Gladys Avenue and Route 32 and at Main Street and Route 207 was brought up. Mr. Cooper advised them that we would look into the matter.

Since this is a traffic matter, I suggest that you have your people make the investigation and handle the matter from here on out.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

RECEIVED
MAY 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 1965
TRAFFIC ENGINEERING

S-229 Alsea Mtn. Sec. of Alsea Hwy. 1965
West of Corvallis (Grad. & Pav.)
#6652

RECEIVED
APR 21 1967
FOR FILING

S-229

6652

April 20, 1967

1590

Mr. T. J. Starker
Forester
3664 Van Buren Street
Corvallis, Oregon 97330

Dear Mr. Starker:

Reference is made to your April 6 letter complaining about the steepness of the approach that we constructed at Station 1084+62 on the Alsea Mountain Section as called for by our right-of-way commitments to you.

This approach was constructed in accordance with the plans for this section. We can find no commitment to construct the approach in any other manner. However, in the near future you will be contacted relative to our additional right-of-way needs for reconstruction of the Kisor Creek fill that failed last winter. Part of these right-of-way needs will be an easement for the roadway in question. If agreeable, the matter can be discussed further at that time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
R. D. Asburry
D. H. Moehring (R/W File 36253)

GW:am srb

F. B. Klabee

FORM E-30X—80M—7-66

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1967

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

SUBJECT: Assignment FBK No. 1590 and 923-P
R/W File 36253 - T. J. Starker
Alsea Mountain Section
Alsea Highway

L. L. MacIntyre and Virgil Wilson met with T. J. Starker this date concerning Starker's recent letter complaining about the approach at what he listed as Station 1184+62 on Alsea Mountain. As it turns out, the approach in question is actually at Station 1084+62, where we were to build a 16-foot width approach according to the attached right of way obligation sheet. This approach is shown on Sheet 7 of the plans and the profile on Sheet 4A. Copies of each are attached.

A 15 per cent grade is called for by these plans and the approach was constructed to this grade. We apparently made no commitment in our negotiations as to what the actual grade would be. There are grades approximately as steep on the unaffected portion of this roadway. The complication is that the unaffected portion has fairly good alignment and the vertical grade can be improved by the property owner if he so elects. The portion we constructed is on fairly sharp alignment and, therefore, would be difficult to negotiate because of the combination of grade and alignment.

Although there apparently is no legal obligation for us to modify this approach, we will have to negotiate with Mr. Starker in the near future for additional right of way on which to construct the Kisar Creek slide correction. That right of way and appurtenant easement will take in the entire roadway in question. The matter can then be resolved as part of the right of way negotiation. A rough draft reply to this effect is attached.

R. D. Asburry
Division Engineer

By _____
Gerald Wimer
Assistant Division Engineer

GW:am
cc L. L. MacIntyre
H. C. Johnson
Virgil Wilson

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
APR 1967
CONSTRUCTION
DIVISION

Scott
Wills
Litchfield
Olson

Form 2-300 2500 3-61-0/64

File No. 36253

Sta. 1081+00 / 1110+60 / 1116+70 to Sta. 1097+00 / 1112+50 / 1157+10

Access Control and Obligations of Oregon State Highway Commission on Real Property Acquisitions Approved NOV 24 1964

Acquired as R/W Net area 30.9 A.

Former owner or grantor T. J. Starker

Mail address 3855 W. Van Buren, Corvallis, Oregon

Location property Alsea Mountain Section of Alsea Highway in Benton County

SE¼NE¼ Section 2 Twp 13 S. Range 7 W.

Section Twp Range

Street address of property

Date of proposed contract letting

State obligations:

Engr. Sta.	Side	R/W of Approach	Surface	Purpose	Constd. By
1084+62	South	35'	16'	Unrestricted	State
1096+50	North	35'	16'	Unrestricted	State
1115+80	North	35'	16'	Unrestricted	State
1145+00	North	35'		Unrestricted	Grantor
1135+00	North	35'		Unrestricted	Grantor
1153+00	North	35'		Unrestricted	Grantor

Copies to Miscellaneous Section

NOTED

Complete restriction of access ☐ Access controlled ☑ Access not controlled ☐

OPTION EXPIRES ~~May 18, 1965~~

Acquired by ~~Wilson~~

ABOVE COMPLETED

Right of Way Supervisor

Date

2—APPROVED COPY FOR DIVISION ENGINEER

DETOUR & ROAD CONN.
Sta 991 & 992+80 Lt.
(For Plans See Sheet 6)

ACCESS ROAD
Sta 1080+20 Rt.
(For Plans See Sheet 7)

T.13S., R. 7W.W.M.

E. Sec. 2

Inst. 18" Culv. Pipe-60'
+80 Inst. One End Section
Tr. Exc. 17 C.Y.

1091+30 to 1093+50
Const. Detour
(Profile on Sheet 8)

1086 to 1088
Const. Detour

Const. A.C. Curb-340'

Curb Outlet

Const. Guard Rail-325'

Flare "A" 8" Perf.

Access Rd. 1096+20

1078+18.36 P.C.S.

1082+18.36 P.T.

1077+47.94 P.S.C.

4° C.K.
Δ 16°49'
T 437.99
2-400' Spir.
S 8°00'
a 1.0

10+00 to 14
Const. Access Rd.
Pave. to R/W Line
(Profile on Sheet 4A)

Access Rd. 11+18
Inst. 18" Culv. Pipe-32'
Tr. Exc. 6 C.Y.

Inst. 8" Perf. Drain Pipe-480'
Special Backfill Material-115 C.Y.
Emb. Found. Exc. 2947 C.Y.
Tr. Exc. 121 C.Y.

DETOUR
Sta. 1086+00

Finish Grade E.

Subgrade

Match Exist. Surf.

Finish Grade 11 Rt E

Finish Grade

Original Ground

Subgrade

Emb. Found. Exc. 1567

17305

T. J. STARKER
FORESTER
3664 VAN BUREN STREET
CORVALLIS, OREGON

5195

APR 10 67

klabor

April 6,1967

State Highway Engineer
Salem, Oregon.

Gentlemen: Recently I inspected the approach at approximately Station 1184 plus 62 on the Alsea Divide improvement. I find that this approach is so steep that it would be impossible to negotiate with a loaded logging truck. The immediate grade off the highway is 13% while at the curve it is 18%. This curve could be eased off by some additional fill at the west end and then leveled off. There seems to be ple nty of earth nearby to accomplish this.

Another possibility would be to make us an accessfarther to the east onto the highway, altho I did not look this out.

Will you take care of this as we need a satisfactory access to remove out timber?

Very truly yours,

T. J. Starker

Routing

RECEIVED
1 - 1967
CONSTRUCTION
DIVISION

RECEIVED

RECEIVED
1 0 1967

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: ALSEA MOUNTAIN		WEEK ENDING: April 8th. 1967
		SECTION PREFIX: 2-1068
HIGHWAY: ALSEA		COUNTY: BENTON
NAME OF JOB: ALSEA MOUNTAIN SECTION	KIND OF WORK: GRADING AND PAVING	
CONTRACTOR: MORSE BROTHERS INCORPORATED	CONTRACT NUMBER: 6652	FEDERAL AID PROJECT NUMBER: S-229 (8)
DATE OF CONTRACT: July 21st., 1965	DATE WORK STARTED: August 2nd. 1965	ESTIMATED COMPLETION DATE: Contract completed Oct 25/66
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 1,162,648.12	SPECIFIED COMPLETION DATE: October 25th. 1966	PERCENT OF TIME ELAPSED: 108
EXCLUSIVE OF ENGINEERING: $ 1,077,648.12	ENGINEERING AUTHORIZATION: $ 85,000	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,077,648.12	ENGINEERING COST TO DATE: $ 86,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 101 %	DATE PROJECT WAS COMPLETED: October 25th. 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.80	2.60			2.60
MILES PARTIALLY COMPLETED	1.80	2.60			2.60
MILES COMPLETED	1.80	2.60			2.60
TOTAL ESTIMATED QUANTITIES (CONTRACT)	517,000	77,400 T			11,400 T
TOTAL QUANTITIES CORRECTED TO DATE	539,670	83,000 T			13,000 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	539,670	83,000 T			13,000 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	CONTRACT WORK COMPLETE				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

FINAL REPORT - SEE REVERSE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Showers			
WEDNESDAY	Showers			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work
MONDAY	No work
TUESDAY	No work
WEDNESDAY	No work
THURSDAY	No work
FRIDAY	No work
SATURDAY	No work

REMARKS

Due to crumbling of cut slopes, benches, natural ground above grade, and major fill break, the positions selected for concrete monuments are not permanently secure at this time, and it is anticipated that several months time will be needed for the areas to be suitable for permanent monuments. It has been considered that these monuments can be placed during the period of reconstruction of fill at the easterly end of the project. As built plans and transit notes showing Right of Way monuments are being hurried the Division Office at this time, and notes showing position of concrete monuments will be turned in with final notes on fill repair project.

FINAL REPORT

SIGNED _____ LOCATION: CORVALLIS, ORE.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
MAR 27 1967
FOR FILING

5-229

6652

March 24, 1967

General Insurance Company
of America
Portland Service Office
209 S.W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

A post-final payment for $3,750 will be made to Morse Bros., Inc., on Contract No. 6652 for grading and paving the Alsea Mountain Section of the Alsea Highway in Benton County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,036,938.20 including the post-final payment. Of the total $73,484.31 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C.W. Head, Assistant Secretary

fkm

cc Morse Bros., Inc.
P.O. Box 266
Lebanon, Oregon 97355

C.H. Maison
Attn: John Herr

RECEIVED
APR 12 1967

Filing
S-239
6652

March 15, 1967

No. 4

Morse Bros., Inc.
P. O. Box 266
Lebanon, Oregon

Gentlemen:

The State Highway Commission at its meeting on March 14, 1967, considered your request for an extension of time on Contract No. 6652 on the Alsea Mountain Section of the Alsea Highway in Benton County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request to October 25, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: R. D. Asburry
L. L. MacIntyre
L. H. Young
F. D. Morgan
C. H. Maison

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 7, 1967

SUBJECT: Request for Time Extension
Alsea Mountain Section
Contract No. 6652

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

Morse Bros., Inc., contractor on the subject project, has requested a 25-calendar day time extension from the specified completion date of September 30, 1966 to the actual completion date of October 25, 1966 because of overruns in contract quantities.

The contract is dated July 22, 1965, so 436 calendar days were allowed. The contractor started promptly and began clearing work August 2, 1965.

Substantial overruns occurred. The original contract items overran 8-1/2 per cent. Unanticipated extra work and price agreements added brought the overrun in total contract work to 25 per cent. The first of these occurred at the Yew Creek arch culvert installation during the fall of 1965. Grading progress was slowed then when additional foundation excavation had to be done to provide proper footing for this structure. Extra grading work was done the next season to try to stabilize two fills where movement occurred. The 6-inch perforated pipe item overran 862 per cent and the 8-inch perforated pipe, 78 per cent.

We believe this accumulation of grading overruns and extra work justifies a time-money approach to the time extension. On this basis, 109 days are justified if the total contract overrun is used, or 47 days if the more conservative original contract items only are used. Either way, the 25 days requested are more than justified.

This is a Federal-aid secondary project under the 1964 Standard Specifications without modification as to time extension. Specific approval of the Bureau of Public Roads is not required. We recommend that extension

be granted as requested to October 25, 1966, which will delete the $3,750 liquidated damages that have accrued.

A rough draft letter to the Highway Commission is attached.

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:sg
Attachment

cc: L.H. Young

RECEIVED
FEB 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

R-330 (Rev.)—5M—10-57

RECEIVED
JAN 11 1967
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 1/4/67, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 9/30/66 days to 10/25/66 days, within which to complete our Contract No. 6652, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter

Respectfully submitted,

Morse Bros., Inc.
Contractor

By J L Morse

CONSENT OF SURETY

Date January 5, 19 67

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard N Mahle
Richard N. Mahle Attorney-in-fact

(SEAL)

Roland King
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6652 Contractor Morse Bros, Inc.

Highway Alsea

Section Alsea Mountain

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

Extra work was added to the project and the unit bid items were increased to the extent that the contractor had to perform 14.27% more work than he originally was led to anticipate. This percentage applied to the days he actually worked within the specified contract period would justify a 50 day time extension. He actually exceeded the specified time limit by only 25 days. That amount is, therefore, recommended.

Recommended for Approval:

Assistant Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6652

Project designation S-229(8) State-Federal

Date awarded July 22, 1965

Work started August 22, 1965

Per cent completed 100

~~Number Working Days Allowed~~ Specified completion date 9-30-66

~~Number Working Days Used 353~~ Extension Requested to 10-25-66

~~Number Additional Working Days Requested 25~~

RECEIVED

LEBANON SAND & GRAVEL CO. - MORSE BROS.

READY MIX CONCRETE
ASPHALT PAVING

EAST GRANT STREET • PHONE 258-8141 • P. O. BOX 7
LEBANON, OREGON

January 4, 1967

RECEIVED
JAN 11 1967
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Oregon State Highway Dept.
L. L. MacIntyre, Res. Eng.
1500 N. 9th St.
Corvallis, Oregon

Subject: Alsea Mountain Section
Contract #6652

Dear Sir:

Reference is made to the subject project, particularly to the Semi-Final Estimate as received by this office. Upon checking this estimate, we note that our firm has been assessed Liquidated Damages in the amount of $3,750.00. This has been computed at the rate of $150.00 per day for twenty-five days.

On July 22, 1965, our firm was awarded a contract prescribing a work or improvement which we were obligated to complete in strict accordance with the contract or modifications thereof. We realize and agree that it is inherent in the nature of highway construction that some changes in the plans and specifications may be necessary during the course of construction to adjust them to field conditions. It is of the essence of the contract to recognize a normal and expected margin of change. However, the modifications and increases as outlined below, made a substantial change in the character of the work, and we respectfully submit these computations as evidence for extension of contract time.

We have calculated the percent of overrun on the major items of this contract and find that such conditions were far above the normal and expected margin of change. The overruns encountered compelled us to provide additional services and time in order to complete this contract during the 1966 season.

Determination of the percent of overrun was made using Gross quantities.

Item		Gross Quantity	Paid Quantity	Overrun	Percent of Overrun
3	General Excavation	510,000	580,000	70,000	13.7
5	Overhaul	5,000	5,392	392	7.8
8	Trench Excavation	4,040	6,435	2,395	59.3
9	Special Backfill in Drains	430	939	509	118.4
10	Watering	130	480	350	269.2
11	¾"-0" in Base	7,400	8,729	1,329	18.0
14	Plant Mix Stone Base	70,000	74,316	4,316	6.2
15	Detour Wearing Surface	5,600	8,358	2,758	49.2

RECEIVED
JAN 11 1967
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

16	Class "B" A.C. Mix	11,400	13,062	1,662	14.6
17	Asph. Conc. in Mix	630	840	210	33.3
20	Loose Rip Rap	56	3,177	3,121	5,573.2
22	12" Culvert Pipe	150	192	42	28.0
26	6" Drain Pipe	480	4,620	4,140	862.5
27	8" Drain Pipe	1,300	2,315	1,015	78.1
37	Class A Concrete	320	628	308	96.3

The overrun of Items (3), (9), (22), (26) and (27) as subcontracted to G. D. Dennis & Sons caused a considerable delay and adjustment of scheduling. An overrun of 13.7% on Item (3) and 14.6% on Item (16), (using Gross quantities as the determining factor) were far above any expectations.

It should be noted that the very nature of this project with its related drainage and slide conditions, tremendous traffic use as a through route to the coast, compounded by the percentage of overruns, was not very conducive to a September 30, 1966, completion date. Consideration should also be given to the early use by traffic of the Erickson Section (Sta 993 - Sta 1077) before guardrail and paving projects were completed.

Your consideration of this request for elimination of Assessed Liquidated Damages will be greately appreciated.

Very truly Yours,

MORSE BROS., INC.

Bruce Hamilton

Bruce Hamilton,
Engineer

BH:me

cc: G. D. Dennis & Sons

RECEIVED
FEB 3 - 1967
FOR FILING
S-229
6652

February 3, 1967

General Insurance Company of America
Portland Service Office
209 S.W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6652 awarded to Morse Bros., Inc., for grading and paving the Alsea Mountain Section of the Alsea Highway in Benton County was completed on October 25, 1966, and accepted by the Highway Commission on February 2, 1967.

Final payment in the amount of $40,973.18 will be released to the contractor after February 10, 1967. The total contract amount is $1,033,188.20 including $73,484.31 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Morse Bros., Inc.
P.O. Box 266
Lebanon, Oregon 97355

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
FEB 10 1967
FOR FILING
S-2291
6652

February 10, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 4
March 14, 1967 meeting

Gentlemen:

Morse Bros., Inc., contractor on the Alsea Mountain Section of the Corvallis-Newport Highway in Benton County, Contract No. 6652, has requested that the contract completion date be extended to October 25, 1966. The contractor's request is based on overruns of several bid items required to complete the project.

Unanticipated slide correction, fill stabilization work, and additional foundation work at a drainage structure caused substantial overruns which delayed the overall grading progress.

The project was actually completed on October 25, 1966, at which time 25 penalty days had accrued. Because of the work added to the contract, extension of the completion time to this date is justified. This will delete all penalty.

This matter will be on the agenda for your consideration at the March 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

JAB:sg bg

D—699 (Rev.)—5M—10-57

RECEIVED
JAN 11 1967
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 1/4/67, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 9/30/66 days to 10/25/66 days, within which to complete our Contract No. 6652, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter

Respectfully submitted,

Morse Bros., Inc.
Contractor

By J. L. Morse

CONSENT OF SURETY

Date January 5, 19 67

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard N. Mahle
Richard N. Mahle Attorney-in-fact

(SEAL)

Roland Kemp
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6632 Contractor Morse Bros, Inc.

Highway Alsea

Section Alsea Mountain

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

Extra work was added to the project and the unit bid items were increased to the extent that the contractor had to perform 14.87% more work than he originally was led to anticipate. This percentage applied to the days he actually worked within the specified contract period would justify a 50 day time extension. He actually exceeded the specified time limit by only 25 days. That amount is, therefore, recommended.

Recommended for Approval:

Assistant Division Engineer

For Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	6632
Project designation	S-229(8) State-Federal
Date awarded	July 22, 1965
Work started	August 22, 1965
Per cent completed	100
~~No. of Working Days Allowed~~ Specified completion date	9-30-66
~~No. of Working Days Requested~~ Extension Requested to	10-25-66
~~No. of Added Working Days Recommended~~	25

RECEIVED
FEB 2 - 1967
FOR FILING

S-229
6652

February 2, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed October 25, 1966, on Contract No. 6652. The contract was with Morse Bros., Inc. and was for grading and paving on the Alsea Mountain Section of the Alsea Highway in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 2, 1967, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

RECEIVED
JAN 18 1967

FOR FILING
C-227
6652

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1967

PORTER

To: MEMO TO FILES

SUBJECT: Alsea Mountain Section
Alsea Highway
Benton County
Contract No. 6652

The fill failure at Station 1095 on the subject project was examined on January 12 with Bill Fretwell. At this time, the vertical drop at center-line was on the order of 3 to 4 feet.

The fill appears to be failing within itself with "bulging" apparent on the embankment slope some 40 to 50 feet above original foundation. The top of a counterbalance placed to correct a failure during construction has been moved laterally some 3 feet. No movement in the foundation was apparent. Water being discharged by the underlying culvert was clear, indicating no serious displacement of the pipe.

Any corrective measures would require re-working and compaction of the failed portion, with additional material added to the counterweight. The failed area is now very unstable from both movement and excess moisture.

Traffic has been routed around the failed area over a section of old road (see plans). This short paved detour results in a minor inconvenience to traffic movement.

It is recommended that corrective measures be delayed until favorable weather conditions. In the meantime, control points should be established to observe further movement. Since the failure appears to be within the fill mass, exploration should be carried out to determine the plane of failure.

ORIGINAL SIGNED by G. L. DECKER

G.L. Decker
Assistant Construction Engineer

GLD:sg
cc: F.B. Klaboe
R.D. Asburry
Bill Fretwell

NOTED
R. L PORTER

8V-285

ALSEA MOUNTAIN SECTION ALSEA HIGHWAY BENTON COUNTY				SHEET No. 7
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-229(B)		See Index

M.

Creek

Const. Random Fill to El. 1025

1091+50 to 1093+50
Const. Detour
(Profile on Sheet 8)

R/W & Access Control Line

1096+50 to 1099+00
Constr. Detour
(Profile on Sheet 8)

1103+00 to 1106+00
Const. Temp. Conn.
(Profile on Sheet 8)

Curb Outlet

Flore "A"

Approx Future Limits

N. 70° 33' E.

Const. Guard Rail - 500' Lt. 550' Rt.

Const. A.C. Curb - 500' Lt. - 550' Rt.

To Philomath

Rail - 325'

R/W & Access Control Line

E. Sec. 1

1095+48
Steel Galv. Pipe 100'
Inst. 54"
(For Installation Details See Sht. 2C)

Tr. Exc. 495 C.Y.
Granular Bedding Mat'l. 105 C.Y.
Loose Riprap 23 C.Y.
Dwg. No. 2112, 2091

Inst. 8" Perf. Drain Pipe - 320'
Inst. 6" Perf. Drain Pipe - 346'
Spec. Bk fill Mat'l - 166 C.Y.
Tr. Exc. 170 C.Y.

Const. Reinf. Ditch Lining 85 Sq. Yds.
(For Details See Sht. 2A)
Ditch Exc. 45 C.Y.

S-229(B)

END OF PROJECT
STA. 1103+00

-6.96%

Finish Grade 11 Lt. or Rt. E

Emb. Found. Exc. 482

Exc. 58880

Exc. 43625

Emb. 37,634

Exc. 39,976

Haul on Sheet 8

To Sta. 1115+50

Emb. 37360

43308

Emb. 65,045

STATE COPY

Monthly transaction number 12-4	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Benton
Modification number 2 # 6652	11-28-66	Project number S-229(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 3, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 957,454.00	$ 1,116,800.00
Federal funds	$ 607,500.00	$ 723,700.00
Other revisions		

This modification is made for the following reasons:

Revised Project Agreement Estimate including increased quantities of bid items and Extra Work Orders and Price Agreements.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 28th day of November, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Laboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Administrative Mgr.
(Division Engineer)

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. S-229(8)

ALSEA MOUNTAIN SECTION OF THE

ALSEA HWY. IN BENTON COUNTY

Revised Project Agreement Estimate.

Salem, Oregon, November 14, 1966

Type Code 6201
Roadway (Sta. 965+50 to Sta. 1103+00)(Contract No. 6652)

Previous Subtotal on estimate dated August 30, 1965				$ 870,413.00
Previous Estimate				
General Excavation, Unclass.	510,000	cu.yd.	$0.46	$ 234,600.00
Trench Excavation	4,040	cu.yd.	4.50	18,180.00
3/4"- 0 Material in Base	7,400	ton	3.00	22,200.00
Plant-Mix Stone Base	70,000	ton	3.00	210,000.00
Detour Wearing Surface	5,600	sq.yd.	1.50	8,400.00
Class "B" Asphaltic Concrete Mixture	11,400	ton	6.00	68,400.00
Asphalt Cement in Mixture	630	ton	32.50	20,475.00
Loose Riprap	56	cu.yd.	7.00	392.00
6-inch Drain Pipe	480	lin.ft.	2.00	960.00
				$ 583,607.00
Flagging (57½% of Contractors Cost)	All Required			5,000.00
Slide Removal	All Required			20,000.00
				$ 25,000.00
				$ 608,607.00
Revised Estimate				
General Excavation, Unclass.	539,650	cu.yd.	$0.46	$ 248,239.00
Trench Excavation	6,000	cu.yd.	4.50	27,000.00
3/4"- 0 Material in Base	8,600	ton	3.00	25,800.00
Plant-Mix Stone Base	74,500	ton	3.00	223,500.00
Detour Wearing Surface	8,200	sq.yd.	1.50	12,300.00
Class "B" Asphaltic Concrete Mixture	13,000	ton	6.00	78,000.00
Asphalt Cement in Mixture	840	ton	32.50	27,300.00
Loose Riprap	1,000	cu.yd.	7.00	7,000.00
6-inch Drain Pipe	4,600	lin.ft.	2.00	9,200.00
				$ 658,339.00
EWO #1 Flagging (57½% of Contractors Cost)	All Required			$ 8,000.00
EWO #2 Slide Removal	All Required			38,000.00
EWO #6 Remove Logs & Debris at Alder Cr.	All Required			21,800.00
P.A. #1 Class "A" Concrete	310	cu.yd.	100.00	31,000.00
P.A. #1 Metal Reinforcement	4,990	lb.	0.20	998.00
P.A. #1 20'x10' Structural Plate Arch, 1 Ga.	12	lin.ft.	85.00	1,020.00
P.A. #1 20'x10' Structural Plate Arch, 8 Ga.	26	lin.ft.	70.00	1,820.00
P.A. #2 Riprap for Foundation Protection	2,540	cu.yd.	8.50	21,590.00
				$ 124,228.00
				$ 782,567.00
Net Increase				$ 173,960.00
Subtotal				$1,044,373.00
10% Engr. & Cont.				104,427.00
Total				$1,148,800.00

Length of Roadway - - - - - - - - - - - - - 2.603
Cost of Roadway Per Mile - - - - - - - - - $441,336.91

Federal Funds -	$ 723,700.00
State Funds -	425,100.00
	$1,148,800.00

State Funds for Const: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint: Chap.529, Laws 1939.

RECEIVED
SEP 2 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MODIFICATION NO. FOR FILING	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. S-227, 4 665.2	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Benton
		PROJECT NO. S-229(8)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.R. 34 6.2 Mi. E. Alsea E. 2.6 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-23-65	2.603
OTHER (Specify)		

FUNDS

Fed Rate 63.45% →

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 956,072.00	$ 606,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. R. Klobe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. H. Parsons
(Division Engineer)

By: J. R. Backlund, Administrative Mgr.

Date executed by Division Engineer September 3, 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
9-80	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY
4	9-3-65	Benton
		PROJECT NO.
		S-629(8)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.R. 34 6.2 Mi. E. Alsea E. 2.6 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-23-65	2.603
OTHER *(Specify)*		

FUNDS — Pro Rata 63.45%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 606,600.00	$ 349,472.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Laber

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

L.R. Backlund

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer September 3, 1965

Oregon State Highway Department

Federal-Aid
Project No. S-229(8)

ALSEA MOUNTAIN SECTION OF THE

ALSEA HIGHWAY IN BENTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 6, 1965

Type Code 6201
Roadway (Sta. 965+50 to Sta. 1103+00) (Contract No. 6652)

Clearing & Grubbing	All Required			$ 70,000.00
Ditch Excavation, Unclass.	60	cu.yd.	4.00	240.00
General Excavation, Unclass.	510,000	cu.yd.	0.46	234,600.00
Embankment Foundation Excavation, Unclass.	7,000	cu.yd.	1.00	7,000.00
Overhaul	5,000	C-yd.sta.	0.50	2,500.00
Finishing Roadbed & Slopes	1.65	mile	3000.00	4,950.00
Rounding Cutbanks	5,200	l.ft.	0.20	1,040.00
Trench Excavation	4,040	cu.yd.	4.50	18,180.00
Special Backfill in Drains	430	cu.yd.	8.00	3,440.00
Watering	130	M-gal.	3.50	455.00
3/4" - 0 Material in Base	7,400	ton	3.00	22,200.00
3/4" - 0 Material in Prime Coat	370	cu.yd.	5.50	2,035.00
RC-250 Asphalt in Prime Coat	56	ton	65.00	3,640.00
Plant-Mix Stone Base	70,000	ton	3.00	210,000.00
Detour Wearing Surface	5,600	sq.yd.	1.50	8,400.00
Class "B" Asphalt Concrete Mixture	11,400	ton	6.00	68,400.00
Asphalt Cement in Mixture	630	ton	32.50	20,475.00
Concrete Invert Lining	290	sq.yd.	12.00	3,480.00
Concrete Ditch Lining	90	sq.yd.	12.00	1,080.00
Loose Riprap	56	cu.yd.	7.00	392.00
66-inch Structural Plate Pipe	All Required			16,000.00
12-inch Culvert Pipe	150	l.ft.	3.50	525.00
18-inch Culvert Pipe	2,140	l.ft.	5.25	11,235.00
36-inch Culvert Pipe	230	l.ft.	20.00	4,600.00
54-inch Culvert Pipe	440	l.ft.	30.00	13,200.00
6-inch Drain Pipe	480	l.ft.	2.00	960.00
8-inch Drain Pipe	1,300	l.ft.	2.35	3,055.00
18-inch Culvert End Sections	20	only	40.00	800.00
Concrete Inlets, Type G-2H	1	only	125.00	125.00
A.C. Concrete Curbs	7,800	l.ft.	0.70	5,460.00
Guide Post, M-1	130	only	7.00	910.00
Guard Rail	12,000	l.ft.	2.40	28,800.00
Rail End Pieces	50	only	4.00	200.00
Guard Rail Blocks	1,000	only	1.50	1,500.00

Extra Guard Rail Posts	80 only	6.00	480.00
Furnish Field Laboratory Building	All Required		500.00
Class "A" Concrete	320 cu.yd.	100.00	32,000.00
Metal Reinforcement	20,000 lb.	0.20	4,000.00
20' 0" x 10' 0" Structural Plate Arch, 1 Gage	100 l.ft.	85.00	8,500.00
20' 0" x 10' 0" Structural Plate Arch, 5 Gage	40 l.ft.	75.00	3,000.00
20' 0" x 10' 0" Structural Plate Arch, 8 Gage	70 l.ft.	70.00	4,900.00
			$ 823,257.00
Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
Slide Removal	All Required		20,000.00
Seeding & Mulching	All Required		15,000.00
Permanent Signing	All Required		850.00
			$ 40,850.00

Utilities

Work by Consumers Power	All Required	$ 4,500.00
Work by Pioneer Telephone Co.	All Required	550.00
		$ 5,050.00
	Subtotal	$ 869,157.00
	10% Engr. & Con.t	86,915.00
	Total	$ 956,072.00

Length of Roadway ——— 2.603 miles
Cost of Roadway per mile ——— $367,296.19

Federal Funds	$ 606,600.00
State Funds	349,472.00
	$ 956,072.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 329, Laws 1939.

State Funds for Maint.: Chap. 329, Laws 1939.

RECEIVED
NOV 3 - 1966
FOR FILING

S-229

6652

November 2, 1966

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract 6652, the grading and paving project on the Alsea Mountain Section of the Alsea Highway in Benton County, is anticipated. The original project authorization was $997,901.62. This was increased to $1,055,486.24 by your action dated June 2, 1966. The present anticipated cost is $1,162,648.12, indicating an additional overrun of $107,161.88, or 10.15 percent. This is a Federal-aid secondary project. Morse Bros. of Lebanon is the contractor.

The major reasons for the original overrun were revisions to a large culvert structure at Yew Creek and debris removal and channel restoration at Alder Creek caused by a slide last winter. The major reasons for the present overrun are increased quantities of excavation, plant mix stone base, riprap and drain pipe required to complete the project in conformance to the plans and existing conditions.

Movement in a nearly completed high fill near the summit required corrective work. A counterbalance fill was added which also required extension of a 54-inch culvert pipe. Experience of the past winter showed a need for inlet protection above the drainage structures in several channels to try to prevent blockage during a heavy runoff. Riprap was added to prevent erosion of another fill adjacent to Crooked Creek. Extra base rock was required for stage construction under traffic and in areas overexcavated to remove unsuitable wet subgrade material. Reconstruction of a sharp curve at the easterly terminus of the project has been added to make a safer transition from the new section to the older alignment.

This request for an additional authorization will be on the agenda for the November 22 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Quesy
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
D. H. Maison
R. D. Asburry

JAB/DE:sg bg

FORM E-30 REV 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1966

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

SUBJECT: Overrun of Project Authorization
Alsea Mountain Section
Alsea Highway
Contract No. 6652

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading and paving is under contract to Morse Brothers, Inc. of Lebanon. The original project authorization was $997,801.62. This was increased to $1,055,486.24 by Commission action on June 2, 1966. The present anticipated cost is $1,162,648.12, indicating an additional overrun of $107,161.88, or 10.15%.

The reasons for the original overrun were revisions to the Yew Creek Arch Culvert and corrections to Yew Creek and Alder Creek channels. The major reasons for the present overrun are increased quantities of excavation, plant mix stone base, asphaltic concrete, riprap and drain pipe. The general and trench excavation quantities were underestimated. Additional slides developed on the project requiring an overrun in the anticipated item for slide removal, and one fill slide required extension of a large culvert. Part of the additional slide correction work was done under the general excavation bid item. Additional perforated drain pipe and culverts were found to be necessary to adequately control the water which was encountered on the project. The overrun in plant mix stone base was caused by the development of "soft spots" and the necessity to construct and maintain adequate detours for traffic during construction. The overrun in the asphaltic concrete item was caused by an under-estimate of the quantities required to construct the project in conformance to the plans. The additional riprap was required when a fill constructed to plan grade and typical section encroached on a stream bed, thereby requiring extensive slope protection. To protect some of the drainage facilities from damage or blocking by debris, debris retainers and other control measures were

added to the project. A 40 degree curve at the East end of the project on the existing highway is to be reconstructed in order to reduce the hazard to Eastbound traffic entering this sharp curve from a relatively "fast" downgrade alignment. All of this work increased the necessity of flagging and also caused an overrun in the engineer authorization.

It is recommended that the project authorization be increased by $107,161.88.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:fr

cc: L. H. Young

RECEIVED
OCT 20 1966
OF
STATE HIGHWAY ENGINEER

EXPECTED OVERRUN OF PROJECT AUTHORIZATION

Project: Alsea Mountain Section — Date: October 13, 1966

Highway: Alsea — Contract No.: 6652

County: Benton — Kind of Work: Grading & Paving — Contractor: Morse Brothers, Inc.

	Original Authorization	Authorized *	Estimated
Contract Amount	$823,257.00	$859,257.00	$894,987.56
Anticipated Items	45,900.00	50,858.00	68,513.27
Contingency (4-1/2%)	39,112.06	75,838.68	114,147.29
Engineering	69,532.56	69,532.56	85,000.00
Credits	-	-	-
PROJECT COST	$977,801.62	$1,055,486.24	$1,162,648.12

APPROVED BY STATE HIGHWAY COMMISSION DATE 11-23-66

* By Commission action dated June 2, 1966

NET INCREASE $ 107,161.88 or 10.15%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). * List all unanticipated items)

			Expected Amount		Net Change
(C)	Bid Item No. 3	General Excavation	$248,247.46	+	$13,647.46
(C)	Bid Item No. 4	Emb. Found. Excavation	3,000.00	-	4,000.00
(C)	Bid Item No. 8	Trench Excavation	27,000.00	+	5,820.00
(C)	Bid Item No. 14	Plant-Mix Stone Base	223,500.00	+	13,500.00
(C)	Bid Item No. 16	Class B Asph. Conc. Mixture	78,000.00	+	9,600.00
(C)	Bid Item No. 17	Asphalt Cement in Mixture	27,300.00	+	6,825.00
(C)	Bid Item No. 20	Loose Riprap	7,000.00	+	6,608.00
(C)	Bid Item No. 26	6-inch Drain Pipe	8,200.00	+	8,240.00
(C)	Misc. Contract Overruns & Underruns (Algebraic Total)			+	5,490.10
(A)	EWO No. 1	Flagging	5,000.00	+	3,000.00
(A)	EWO No. 2	Slide Removal	38,000.00	+	18,000.00
(A)	Misc. Anticipated Overruns & Underruns (Algebraic Total)			+	1,613.27

-Over-

Principal reasons for overruns (Continue on reverse side): Original contract quantities of exc., stone base, asphaltic concrete, riprap and drain pipe were not adequate for existing conditions. Unanticipated slide and culvert protection work. The 40 degree curve at east end of project on existing highway to be re-constructed to reduce hazard.

Instructions: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by L. L. MacIntyre
Resident Engineer

Confirmed by R. D. Asburry
Division Engineer

Noted by _____
for Construction or Bridge Engineer

Noted by _____
Deputy or State Highway Engineer

			Expected Amount		Net Change
(U)	EWO No. 4	Extend 96" Str. Pl. Pipe	**	+	$ 2,424.67
(U)	EWO No. 5	Install Portable Water Pipe	**	+	229.85
(U)	EWO No. 6	Remove Logs & Debris at Alder Creek	**	+	21,800.37
(U)	EWO No. 7	Remove & R. Install Mailboxes		+	60.00
(U)	SFO No. 4	Construct Piling Debris Retainer at Alder Cr.		+	5,000.00
(U)	SFO No. 5	Drill Horiz. Drain Holes		+	1,600.00
(U)	SFO No. 6	Install Permanent Signs		+	1,100.00
(U)	SFO No. 7	Base Curve at East end of Project		+	10,000.00
(U)	PA No. 1	Extend Yew Cr. Arch Culvert	**	+	34,839.91
(U)	PA No. 2	Riprap for Foundation Protection	**	+	21,500.00
(U)	PA No. 3	Construct Debris Risers		+	6,195.00
(U)	PA No. 4	Modify Compaction Requirements			-0-
(U)	PA No. 5	Extend 54-inch CM Pipe & Repair Fill Slide		+	7,787.77
(U)	PA No. 6	Eliminate Guard Rail Painting		-	1,200.00
(U)	Future Contingency Allowance			+	2,719.72

** Covered in first request for authorization increase

RECEIVED
NOV 22 1966
OFFICE ENGINEERING
DIVISION

FORM-E-1X8X SOM 4-62

RECEIVED
OCT 14 1966

COMMISSIONERS
GLENN A. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
PORTLAND

2-1066

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 10, 1966

Safeco-Lifeco-General Insurance
204 Eleventh Avenue East
P. O. Box 1648
Eugene, Oregon 97401

Re: Alleged Fire Damage
T. J. Starker
Alsea Mountain Section
Alsea Highway
Contract No. 6652

NOTED
J. B. KLABOE

Gentlemen:

Mr. T. J. Starker has again contacted the State Highway Department regarding alleged damage to some of his property on the Alsea Mountain Section of the Alsea Highway due to the contractor's operations. By a copy of your letter dated August 19, 1966, to the Office of State Forester, attention T. W. Haul, I am led to believe that you are aware of this alleged damage but are not familiar with the extent of said damage. Attached from our files is the following data for your information and use in resolving this matter:

1. Copy of a letter dated July 6, 1966 addressed to the State Highway Department, Salem, Oregon, and signed by T. J. Starker setting forth the sum of $547.50 as the amount of said damage.

2. Copy of a letter dated September 30, 1966 addressed to the State Highway Engineer, Salem, Oregon, signed by T. J. Starker calling the State Highway Department's attention again to this damage and stating that no settlement had been made with him.

I hope this information will be of assistance to you in resolving this matter. Would appreciate it if you would keep this office informed regarding the settlement of this claim.

Very truly yours,

R. D. Asbury

R. D. Asbury
Division Engineer

RDA:am
cc Moore Brothers
State Forestry Department
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
L. L. MacIntyre

RECEIVED
OCT 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

T. J. STARKER
FORESTER
3564 VAN BUREN STREET
CORVALLIS, OREGON

4193

OCT 3 66

September 30, 1966

Claim

State Highway Engineer
Salem, Oregon.

Dear Sir; May I again call to your attention the fire on our property caused by a contractors fire on the Alsea Highway improvement.

I understand the State Board of Forestry has been paid on their claim but to date we have had no settlement.

Will you take this up with the proper parties and let us know?

Very truly yours,

T. J. Starker

RECEIVED
OCT 5 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Morelock
Trout
Scott
Wills
Litchfield
Olson
RECEIVED
OCT 1966
CONSTRUCTION
DIVISION

RECEIVED
OCT 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 3 - 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 5 - 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S. 224
1657

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

2-1068

August 3, 1966

Mr. T. J. Starker
3664 Van Buren Street
Corvallis, Oregon

Subject: Fire Damage
Alsea Mountain Section
Alsea Highway
Contract No. 6652

Dear Sir:

Your letter of July 6, 1966, regarding alleged damage to private property by fire, has been referred to this office for investigation and answering.

The investigation disclosed that there was some damage to private property, presumably yours, by fire during the clearing operations on the subject project. These clearing operations were part of the contract between the State Highway Commission and Morse Brothers, Inc., whose address is Post Office Box 266, Lebanon, Oregon. The terms of this contract definitely state that such damages are the responsibility of the contractor. This claim has been referred to the contractor on this project with the request that they take whatever steps are necessary to resolve this matter. It is my understanding, through our field engineer, that they are having their insurance adjuster contact you regarding this. As such claims are the liability of the contractor, would recommend that all dealings be handled through them or their insurance agent.

We are sorry that this damage occurred but are quite hopeful that it will be peacefully settled in the immediate future. Should you be unable to get satisfaction from the contractor, please feel free to contact this office at any time.

Very truly yours,

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:em

bc F. B. Klaboe
V. D. Wolfe
F. D. Morgan
L. L. MacIntyre

RECEIVED
JUL 12 1966
FOR FILING

na

July 11, 1966

Mr. T. J. Starker
3664 Van Buren Street
Corvallis, Oregon

Dear Mr. Starker:

We are in receipt of your letter of July 6 regarding damages occurring from a contractor's fire on the Alsea Mountain relocation.

We will be in further communication with you following an investigation of this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

bc Forrest Cooper
R. L. Porter
F. B. Klaboe

T. J. STARKER
FORESTER
3664 VAN BUREN STREET
CORVALLIS, OREGON

3747

JUL 11 66

REFERRED TO
Admin

July 6, 1966

State Highway Dept.,
Salem, Oregon

Alsea Mt.

Gentlemen: Some months ago I wrote to you regarding damages occurring from a contractors fire on the Alsea Mt. Relocation.

I now have an appraisal of the damages and am asking payment for the following:

For Reproduction(1940 birthday)	$510.00
Labor of 5 men 3 hours each	37.50.
	$547.50

One of our men stayed alnight but was paid.

This I understand from the State Forestry Dept. was a fire without a permit and was unattended when the fire escaped.

Very truly yours,

T. J. Starker

STATE HIGHWAY ENGINEER

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JUL 14 1966
OFFICE OF
DIVISION ENGINEER

Routing

Morgan		Poast	
Decker		Acrelock	
Bond	RECEIVED	Trout	
Barbee		Scott	
Walker	JUL 13 1966	Wills	
Glenn	CONSTRUCTION	Litchfield	
Swan	DIVISION	Olson	

RECEIVED
JUL 8 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 26 1966
FOR FILING

FORM E-20X—50M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1966

6652

SUBJECT:

To: Mr. F. D. Morgan
Construction Engineer
Department

Alsea Mountain Section
Alsea Highway
Contract 6652
Prefix 2-1068

Upon viewing the project July 11, it was noted that the work being performed by the subcontractor, who was doing the grading on this project, did not come up to specifications. This was brought to the contractor's attention together with the lack of progress on the project. No definite action could be obtained from the contractor so on June 12 a shutdown order was given to the prime contractor, to be relayed to the subcontractor, closing the work on t is project until the contractor had corrected the deficiencies, bringing the work up to specifications. See attached copy of letter from resident engineer to the prime contractor regarding this.

On June 13 a meeting was held with the prime contractor regarding this matter, in their office at Lebanon, present being Messrs. Joe Morse, Forrest Morse, and Bruce Hamilton, representing the contractor, Resident Engineer, MacIntyre and myself. It was very bluntly put to the prime contractor that some change had to be made on this project. The prime contractors admitted that they were aware of this and were quite concerned regarding it themselves. They indicated that they would put a special representative on the project to try to control the subcontractor and expedite his work.

July 15 the resident engineer reported that the subcontractor had been diligently repairing the deficiencies to the state that he was going to rescind the shutdown order as of Monday morning, July 18. He also stated that the subcontractor had given him, together with the prime contractor, definite assurance that they would start double shifting as of that date.

We have had several promises from the subcontractor before which he did not keep, but have hoped that he will keep this one as the prime contractor indicated that they would insist upon it.

RDA:bjw
Attachment
cc: R. L. Porter
L. L. MacIntyre

NOTED
R. L. PORTER

RECEIVED
JUL 22 1966
OFFICE OF
STATE HIGHWAY ENGINEER

R. D. Asburry
R. D. Asburry
Division Engineer

Klaboe

FORM L-80X—50M—2-66 SP 20500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

To: [illegible] to the File

SUBJECT: [illegible]

This [illegible] project, the main purpose of [illegible] the [illegible] equipment was [illegible] personnel [illegible] project.

[illegible] Inc., this [illegible] have the subcontract [illegible] that has been [illegible] time to go [illegible] and do so.

[illegible] with [illegible] project. [illegible] to [illegible] [illegible] Inspector [illegible] the [illegible] [illegible] [illegible]

ferry [illegible] bridgeover machine. The material that will be moved in this operation will be picked [illegible] and either burned or buried as the circumstances [illegible] while we are doing the work. After this has been accomplished, it is [illegible] to put a trash barrier just above the inlet to the culvert [illegible] either a diesel burn or [illegible] placing across the creek above the culvert, which would catch any debris coming down the creek that might lodge in the culvert.

[illegible] D. Asbury
District Engineer

RDA:am
cc F. D. Morgan
L. L. McIntyre

LEBANON SAND & GRAVEL CO. - MORSE BROS.

READY MIX CONCRETE
ASPHALT PAVING

EAST GRANT STREET ○ PHONE 258-8141 ○ P. O. BOX 7
LEBANON, OREGON
June 2[illegible], 196[illegible]

Oregon State Highway Dept.
L. L. MacIntyre, Resident Engineer
1500 No. 9th Street
Corvallis, Oregon

Re: Contract No. 6652

Dear Sir:

Reference is made to a request from your office for our firm to rectify certain conditions which have existed under construction of the subject contract.

Much concern has been shown regarding the progress being made by G. D. Dennis & Sons Inc., our grading subcontractor on this project. A thorough examinanation of this condition has been made by our office and we wish to report that barring an extended period of inclement weather, this contract will be [illegible] within the allotted time. Mr. Dennis has already put into [illegible], the doubling of his grading operation. A second spread of equipment will commence operating [illegible] a week of this date. Our records show that Mr. D[illegible] is now moving approximately 6,000 cu.yd. of material per day [illegible] present equipment. It is his intention to attain [illegible] per day with the addition of his second spread. A double shift will be employed after July 4th if conditions warrant it. At this time we feel that Mr. Dennis, by making these corrective measures, will complete [illegible] portion of the work in time to allow the surfacing to go ahead as scheduled. It is our intention as prime contractor, to employ all means necessary to complete this contract on time.

The final plan for the construction of necessary detours on this project is now being [illegible]. These plans will be submitted to your office for approval.

We wish to report that the hazardous condition effected by dust on the road within the [illegible] has been eliminated. Intensive efforts are being made by Mr. Dennis at this time to prevent this problem from arising again. A complete [illegible] is scheduled prior to the July 4th weekend through the [illegible] of the project. We regret personall

inspection of the job prior to shut down on July 1. Periodic inspections of the project will be made throughout the holiday period to insure safe driving conditions for the traveling pub .

Please contact this office if any further information is required concerning this contract.

Very truly yours,

MORSE BROS., INC.

Bruce Hamilton

Bruce Hamilton,
Engineer

BH:me

June 23, 1966

G. D. Dennis & Sons, Inc.
7355 S.E. Johnson Creek Blvd.
Portland 6, Oregon

ATTN: Mr. Dallas Dennis

Re: Contract No. 6652

Dear Sir:

Reference is made to the conversation we had on June 22, 1966, concerning matters relating to the subject project.

As was discussed at this meeting, a mutual interest in completing this contract on time must exist between your firm and ours. To insure this situation, we expect certain measures to be taken immediately to expidite the grading operation. You have informed us that a second spread of grading equipment is scheduled for this project within a week of this date. This to include 2 or 3 scrapers, tractors and compaction equipment, plus necessary supervision to run this operation. We feel this is an absolute necessity at this time. An earnest effort must be made to complete the grading on the East section and the previously graded middle section, (Erickson contract) to allow our firm to commence surfacing. Our schedule is set to move to this project around July 27, 1966.

To assure complete safety to the travelling public during construction, we have been asked to reduce the dust which is restricting visibility through the haul area to an absolute minimum. Your continued efforts to alleviate this condition will be required while grading is in progress.

A schedule of proposed progress, plan of construction, and a proposed detailed method of handling traffic during construction of detours on the above named project must be submitted to the resident engineer immediately. I shall be very happy to assist in formulating these plans with you. You shall have our utmost cooperation in completing these detours to facilitate the flow of traffic.

We expect your firm to take all measures necessary to leave this project in a safe condition over the July 4th holiday period. Periodic inspections

during the non work time will insure adequate safety to thos travelling this route.

Very truly yours,

MORSE BROS., INC.

Bruce Hamilton,
Engineer

BH:me

cc: L. L. MacIntyre

Salem, Oregon 97310
December 14, 1965

Alsea Mountain

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Mr. Cooper noted on a recent trip over this job that the culverts were located in the bottom of the draws. This, of course, is contrary to our policy to get them up with random fills and positive outlet control.

Please check this feature of our jobs carefully. If possible, try to have remaining culverts on this job installed properly.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

RECEIVED
JUN 24 1966
FOR FILING
1-229
6642

June 22, 1966

Mr. Ben D. Robinson
3010 McKinley Street
Corvallis, Oregon

Dear Mr. Robinson:

Reference is made to your May 23 letter to Mr. Glenn L. Jackson, Chairman of the State Highway Commission, concerning, in part, the highway construction in the Alsea Mountain area. Mr. Jackson asked that we reply to that portion of your communication that had to do with this construction.

The demands for modernizing this strip of highway have been strong and continuous for a number of years. The Highway Commission, by deferring other urgently needed work, was finally able to allocate sufficient funds to modernize the section from Yew Creek to a point on the Philomath side of the summit.

It is not possible to do this work (other than tunneling, which in this case was economically impossible) without constructing deep cuts and high fills; also, during the construction phase, if the work is to be prosecuted and completed within any reasonable time, some inconvenience to traffic, some dust and some vehicular delays must be expected.

The Department is aware of the sedimentation problem and the slide problem. However, attention is being given to seeding the slopes where possible, providing adequate drainage and taking any other measure indicated to minimize these conditions. After a year or two passes and the construction scars heal, we are confident that the mud slide and siltation are problems that will be largely alleviated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe

Corvallis, Oregon
May 20, 1966

Rod Porter

Mr. Glenn Jackson
Chairman, Oregon State Highway Commission
State Highway Department
Salem, Oregon

Dear Mr. Jackson:

I noted with interest the article in the Oregonian of May 16 titled - Making the Dollar by Jerry Pratt, in which reference was made to your crystal ball prediction of recreation pressure and its influence on forest land owners and the forestry industry.

I was particularly interested in your intention of telling "those birds" in the Southern Oregon Conservation Association about the impending public opinion with respect to logger's activities in road building and logging and the image these people might create in the eyes of the public.

May I suggest that the State Highway Department also concern itself with an image and with its responsibility. The mess created by the Highway Department contractor in the Alsea highway route between Corvallis and the Coast isn't exactly to the credit of the State Highway Department. The Coast construction and intended route in that area will bare a lot of hillsides and create a lot of siltation and mud slides.

I agree that we haven't yet seen anything with respect to people, recreation, water, transportation and problems in our Oregon country. I think we can better meet these problems by better coordination of State, Federal and local government efforts and with private business cooperation. It is not very constructive to tell the other fellow he must clean up his yard when your own back yard (in this case the State Highway Dept.) is full of debris and mud.

Even though the State Highway Dept. does not derive funds from the State General Fund it is responsible to the people which it is supposed to serve. Look to your own house, Mr. Jackson, before telling the other fellow to repair his.

Very truly yours,

Dan D Robinson
3010 McKinley St
Corvallis, Oregon

RECEIVED
JUN 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 17 1966
OREGON
STATE HIGHWAY COMMISSION

Oregonian ---------- 5/14

Making The Dollar

Jackson Gives Facts On Visitors To State

By GERRY PRATT

Business Editor, The Oregonian

Listen to Glenn Jackson; he is wise, despite the fact some politicians like to hoot at him now and again. It is good politics to kick at anything bigger than you are.

Jackson is the State Highway Commission chairman, a wisp of a man who is suspected of knowing all things about Oregon so that people ask him to come and talk to them because they are interested in what he is thinking.

GLENN JACKSON

This week he will tell the Southern Oregon Tree Farmers what he's thinking about their business, and what he is thinking is that they have some problems coming.

"I'm not disagreeing or advocating anything," he began. "But start in 1964, we had 34,850,000 people visiting the non-urban parks and recreation areas in Oregon. By 1975 we have reason to project there will be 60,950,000."

He pushed aside the cold coffee and laid out the statistics sheet from the state's service records. "Here's something the timber industry better become acquainted with.

"Nineteen-sixty-four, National Parks 700,000 visitors; U.S. Forest Service areas 8.9 million; Bureau of Land Management 1 million; Fish and Wildlife areas 100,000; Bureau of Reclamation 1.3 million; Corps of Engineers 1,350,000; all reporting on visitors to their areas.

"Now let's drop to the state recreation system, 1964. State Parks 15,250,000; State Game Commission 500,000; State Forestry areas 250,000; County and Municipal areas 5 million; Private Areas 500,000. The total is 34,850,000," he said.

"Take a look at 1975 projections, as far as we are able to project. There are no duplications. These are the number of people visiting the various areas under the jurisdictions of these agencies.

Visitors By The Millions

"National Parks by 1975, 1 million; U.S. Forest Service 15 million; BLM 3,750,000, Fish and Wildlife 200,000; Bureau of Reclamation 2 million; Corps of Engineers 2 million; State Parks 22 million; State Forestry areas 1 million; County and Municipal areas 11 million; Private 1 million, national total of recreation visitations 60,950,000.

"What I am getting at is this. What is in prospect for the timber industry of Oregon by 1975?"

He paused to dig furiously at his cold pipe, repacked the tobacco then left the match burning in his hand as the story ran on.

"I'll tell you. It means (1)—increased pressure for using the basic timber resource in set asides for primitive areas; (2)—reduction in livestock permits to provide additional habitats for large game animals; (3)—increased pressure for reduction in siltation of streams affected by timber harvest; (4)—(making each point with the still cold pipe stem)—pressure for preservation of highway and stream fringe areas of scenic value; (5)—restriction of logging and trucking operations in recreation areas where safety is a factor . . . "

He went on nailing more points where industry and people conflict in the woods.

"The law of acceleration says these pressures are not going to grow in proportion to the mere increase in the numbers of people. They are going to multiply as the situation becomes more intense," Jackson reasons.

"Let's stop here and remember that 52 per cent of Oregon belongs to the federal government. Let us measure the amount of the timber resource that is controlled by the federal government. You can see fairly clearly where the pressure is not going to be for increased timber cutting. The pressure is going to be for less timber cutting.

Study Of Long Standing

What is happening, Jackson says, began with the Eisenhower administration study of outdoor recreation. It continued under President Kennedy's inter-agency study to determine responsibility in the field of recreation and it has all been activated by the Johnson Administration recreation program.

"With more adequate transportation, an increase in the California population density, the increase in retirement years and vacation time, the pressure and demands on the federal government for more recreation is increasing.

"I think our industry should be made aware of these mounting pressures. You fly around the state. You see these clear-cut areas. Certainly you know that is part of our sustained-yield silviculture. But show that to someone who is not familiar with forestry as a basic industry and it looks like a ravaging of a natural resource," he warns.

"We better think about means of reducing the impact, through education, or through a type of forestry or maybe with wood substitutes if we expect to have our cake and eat it too in Oregon."

"Otherwise we are going to wake someday to discover a whole new series of public lands management practices."

It is not, as it once was, a case of losing a basic industry dollars without some dollar returns. The dollars from the tourist industry are clearly challenging the timber industry dollars, he points out.

In '64, some 7 million of those 34.8 million recreation visitors were from outside Oregon and they spent a conservative $250 million. "By '75, you can carry the growth in out-of-state visitors to where they represent as much as 40 per cent of the 60-odd million visitors we expect. That would produce more like $750 million," Jackson added.

He was gouging into the pipe bowl again now, ignoring the fact he never lit the first pack: "I'm not advocating anything to these birds," he grinned, "except that it's time we all understood the possibilities of the wild rivers bills; the wilderness set asides and the overall recreation demands that are going to be made on our state's basic industry resource—the forests."

RECEIVED
JUN 23 1966
FOR FILING

J-229

6652

Salem, Oregon 97310
June 22, 1966

Alsea Mt. Section
Alsea Highway

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

135 K

During one of my visits to this project, I noted a great deal of debris piled up in Alder Creek. This apparently came down as a result of a slash dam sometime last winter.

Please investigate this matter and advise me of your recommendations for handling it. Certainly we cannot leave the channel in its present cluttered state and not expect problems at the culvert under the new highway.

I also have been watching the contractor's progress on this project and feel that he must speed up the grading work to a considerable extent if we are to have this project completed this year.

Please analyse this and take whatever steps you are able to get more production.

The consequences of not opening this highway this year could be somewhat serious as the new facility has undermined the old highway in several areas, and I believe that it will be unusable in its present condition for one more winter.

F. E. Klaboe
Assistant State Highway Engineer

FEK:mrb

cc: Mr. Victor D. Wolfe

RECEIVED
MAY 27 1966

S-229
6652

Salem, Oregon 97310
May 26, 1966

Alsea Mountain Section

Mr. Forrest Cooper
State Highway Engineer
O F F I C E

As instructed, I visited this project during the afternoon of May 25. Apparently, there have been some complaints concerning the possibility of slide problems. I thoroughly inspected the job and could find very little evidence of any major problems. There were a few small "pop-outs" but probably the total volume involved is less than 10,000 yards. There were also a few small areas where the fill slopes had slumped to a minor degree. These, again, do not present a serious problem.

I also inspected the old highway in the vicinity and noted that we have areas where it has been undermined by the new highway located below it, and from other causes. However, these do not appear to be hazardous at this time. They are on the section of highway that will be abandoned when the new job is open to traffic and should cause no problem if the new highway is opened this year.

Dale Dennis of Dennis and Sons was on the project supervising the earthwork for which they have a subcontract. He advised me that they have already moved 75,000 cubic yards this year and have about 350,000 cubic yards to go. They expected that their work would be all completed about August 1 and Morse Brothers will immediately begin placing the surfacing on that date. Morse Brothers schedule calls for completing the surfacing operation and installation of guardrail, et cetera in a total of 45 days which should allow the use of this facility on about September 30, the specified completion date.

There was one item that needed correction and that was the lack of watering on the old highway over which the contractor was hauling earth materials. I have instructed

(copy to Jackson
5-27-66

the Division to take care of this and not allow this dust condition to continue.

In conclusion, I can only state that I was unable to determine any problem of major significance.

F. B. Kinker
Assistant State Highway Engineer

FBK:rb

cc: R. L. Porter
F. D. Morgan
R. D. Asbury

FORM S-123X BDN 4-62

RECEIVED
MAY 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-229

6652

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 9, 1966

Pioneer Telephone Cooperative
P. O. Box 188
Philomath, Oregon

ATTENTION: Mr. Bob Robinson

Re: Telephone Line Adjustment
Alsea Mountain Section
Alsea Highway - Benton County
Project No. S-229(8)
Contract No. 6652

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of April 26, 1966, have been approved by the State. You are hereby authorized to proceed with this work as of May 9, 1966.

Prior to beginning work you are requested to do the following:

(1) Please contact Mr. H. C. Johnson, District Maintenance Superintendent, P. O. Box 110, Corvallis, Oregon 97330, Phone 753-5210, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

(2) Contact Mr. L. L. MacIntyre, Resident Engineer, 1500 No. 9th Street, Corvallis, Oregon 97330, Phone 753-6268, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed subsequent to May 9, 1966, in the amount of $164.60, will be made in accordance with paragraph 7-c(3) of PPM 30-4(4) upon receipt of your statement. Please be sure to include beginning and completion dates of the work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
R. D. Asburry
L. L. MacIntyre
H. C. Johnson
F. W. Sugnet

F. B. KLABOE
NOTED

RECEIVED
MAY 10 1966
FOR FILING
S-229
6652

May 9, 1966

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6652, the Alsea Mountain grading and paving project in Benton County, is anticipated. Morse Brothers, Inc. of Lebanon is the contractor. The original project authorization was $977,821.62. The present anticipated cost is $1,055,486.24, indicating an overrun of $77,664.62 or 7.94 percent. This is a Federal-aid Secondary Project.

The major reasons for this overrun are due to additional length required for an arch culvert, riprap for an embankment foundation, and winter storm debris clearance. The arch culvert designed for Yew Creek had to be revised to conform to the alignment of the existing stream, making it necessary to lengthen the structure. Additional concrete for the footing was also required when the solid foundation was not encountered where anticipated. Riprap for embankment foundation was required when a planned channel change was determined to be impractical to construct. A flash flood deposited a large amount of debris in Alder Creek and this material had to be removed by force account.

This request for an additional authorization will be presented to you at the June 2 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. N. Young
C. H. Maison
R. D. Asburry

DES:nh bg

FORM E-30 80M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1966

SUBJECT: Overrun of Project Authorization
Alsea Mountain Section
Alsea Highway
Contract No. 6652

To:

Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

Attached is a report on an expected overrun of project authorization on the subject contract. This project for grading and paving is under contract to Morse Brothers, Inc. of Lebanon. The original project authorization was $977,801.62. The present anticipated cost is $1,055,486.24 indicating an overrun of $77,684.62 or 7.94%.

The major reasons for this overrun are due to required changes involving the Yew Creek Arch Culvert and channel change and debris removal from Alder Creek. The Yew Creek Arch Culvert had to be adjusted to conform to the alignment of the existing stream, thus requiring additional length. Investigation revealed that the solid rock for this structure's foundation was at a lower elevation than had been anticipated requiring additional concrete. A planned channel change on Yew Creek was impractical to build and consequently foundation riprap had to be constructed in order to protect the high embankment adjacent to the stream. Winter storms caused a flash flood on Alder Creek depositing considerable debris which was removed by extra work order.

It is recommended that the project authorization be increased by $77,684.62, from $977,801.62 to $1,055,486.24.

A copy of the proposed revised form has been prepared for your information.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

RECEIVED
MAY [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

DES:nh

Attachments

cc: L. H. Young

EXPECTED OVERRUN OF PROJECT AUTHORIZATION

Project Alsea Mountain Section — Date April 28, 1966

Highway Alsea — Contract No. 6652

County Benton — Kind of Work Grading & Paving — Contractor Morse Bros., Inc.

	Authorized	Estimated
Contract Amount	$823,257.00	$859,257.00
Anticipated Items	45,900.00	50,858.00
Contingency (4-1/2%)	39,112.06	75,838.68
Engineering	69,532.56	69,532.56
Credits	--	--
PROJECT COST	$977,801.62	$1,055,486.24

NET INCREASE $

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). * List all unanticipated items)	Expected Amount	Net Change
(c) Bid Item 37 Class A Concrete (Yew Cr. Arch Culvert)	31,500	+31,500
(c) Bid Item 38 Metal Reinforcement (")	1,180	+ 1,180
(c) Bid Item 39 20'x10' Str. Plate Arch 1 Ga.(")	1,360	+ 1,360
(c) Bid Item 41 20'x10' Str. Plate Arch 8 Ga.(")	1,960	+ 1,960
(u) PA 2 Stone riprap for foundation protection(Yew Cr.)	25,500	
(u) EW 4 Repair 96-in. culvert in Alder Creek	2,500	
(u) EW 5 Furn.&Inst. Temp. Plastic Water Line	300	
(u) EW 6 Clean Alder Cr. Culvert & Channel (Winter Slide)	10,000	+75,838.68
(u) EW 6 Suppl. " " " " (Winter Slide)	3,000	
(u) EW 6 " " " " " (Winter Slide)	5,000	
(u) Future Contingency Allowance	29,538.68	

Principal reasons for overruns (Continue on reverse side): Yew Creek Arch Culvert had to be adjusted to fit alignment of stream making it necessary to lengthen structure. Additional concrete was required for foundation because solid rock was deeper than anticipated. Also a planned channel change on Yew Creek is impractical (over

Instructions: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by /s/ L. L. MacIntyre
Resident Engineer

Noted by
Construction or Bridge Engineer

Confirmed by /s/ R. D. Asburry
Division Engineer

Noted by
Deputy or State Highway Engineer

Form No. E-372—10M—7-58

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name ALSEA MOUNTAIN SECTION Date April 29th., 19 66

Highway ALSEA Contract No. 6452

County BENTON Kind of Work GRADING AND PAVING Contractor MORSE BROTHERS, INC.,.

Contract Amount $823,257.00

Expected over-runs and under-runs in contract items: Quantity Unit Price Amount

Major items, itemized:

Over-run of Contract Items covered by price Agreement number 1 and listed below.

Minor items, unitemized algebraic total

Subtotal $823,257.00

Approved work orders (Price, extra work and state force orders) $ 51,378.00

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

Supplement PA number 1 - Extend Yew Creek Arch Culvert 26,280.00
PA number 2 - Furnish and Place Stone RipRap for fill foundation 25,500.00

(Note-PA 1 supplemental and PA 2 have been submitted for approval)

Minor items, unitemized algebraic total 00.00

Subtotal $133,150.00

Authorization for engineering $ 69,532.36

Expected over-run or under-run of engineering authorization $ 0.00

Costs not included above (explain) $ 0.00

Allowance for future contingencies (5 1/2 % of work remaining) $ 29,538.68

Credits to come from transfers and deductions $ 00.00

Present estimate of project cost $ 1,055,486.24

Brief Statement of principal causes of over-run: Yew Creek Arch Culvert had to be adusted to fit line of stream, which made it necessary to lengthen structure. Solid Rock for foundation was deeper than anticipated, which required more concrete. PA #2 is for foundation Riprap to hold and protect fill at point where planned channel change is impossible. Order for Extra Work number 6 was approved in total for $18,000.00 to remove logs and debris brought down from above by flash flood. The $18,000 was unanticipated as an "act of God", and is included the $1,378.00 above.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem office.
Project authorization	$ 977,801.62	
Present estimate of project cost	$ 1,055,486.24	
Expected over-run (Amount)	$ 77,684.62	
Expected over-run (per cent)	7.94	

Submitted by: [signature] Resident Engineer

Noted by: Construction or Bridge Engineer

Confirmed by: Division Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
FEB 10 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-229
6652

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 8, 1966

Consumers Power, Inc.
P. O. Box 871
Corvallis, Oregon

ATTENTION: Mr. Dean O. Johnson

Re: Power Line Adjustment
(Easterly Portion)
Alsea Mountain Section
Alsea Highway - Benton County
Project No. S-229(8)
Contract No. 6652

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of January 28, 1966, have been approved by the State. You are hereby authorized to proceed with this work as of February 8, 1966.

Prior to beginning work you are requested to do the following:

(1) Please contact Mr. H. C. Johnson, District Maintenance Superintendent, P. O. Box 110, Corvallis 97330, Phone 753-5210, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

(2) Contact Mr. L. L. MacIntyre, Resident Engineer, 1500 N. 9th Street, Corvallis 97330, Phone 753-6268, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed subsequent to January 28, 1966 will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

FGP:bjm

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
R. D. Asburry
L. L. MacIntyre
H. C. Johnson
F. W. Sugnet

RECEIVED

EXPECTED OVERRUN OF PROJECT AUTHORIZATION

Project Alsea Mountain Section — Date April 28, 1966

Highway Alsea — Contract No. 6652

County Benton — Kind of Work Grading & Paving — Contractor Morse Bros., Inc.

	Authorized	Estimated
Contract Amount	$823,257.00	$859,257.00
Anticipated Items	45,900.00	50,858.00
Contingency (4-1/2%)	39,112.06	75,838.68
Engineering	69,532.56	69,532.56
Credits	--	--
PROJECT COST	$977,801.62	$1,055,486.24

NET INCREASE $

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). * List all unanticipated items)

	Expected Amount	Net Change
(c) Bid Item 37 Class A Concrete (Yew Cr. Arch Culvert)	31,500	+31,500
(c) Bid Item 38 Metal Reinforcement (")	1,180	+ 1,180
(c) Bid Item 39 20'x10' Str. Plate Arch 1 Ga.(")	1,360	+ 1,360
(c) Bid Item 41 20'x10' Str. Plate Arch 8 Ga.(")	1,960	+ 1,960
(u) PA 2 Stone riprap for foundation protection(Yew Cr.)	25,500	
(u) EW 4 Repair 96-in. culvert in Alder Creek	2,500	
(u) EW 5 Furn.&Inst. Temp. Plastic Water Line	300	
(u) EW 6 Clean Alder Cr. Culvert & Channel (Winter Slide)	10,000	+75,838.68
(u) EW 6 Suppl. " " " " (Winter Slide)	3,000	
(u) EW 6 " " " " " (Winter Slide)	5,000	
(u) Future Contingency Allowance	29,538.68	

Principal reasons for overruns (Continue on reverse side): Yew Creek Arch Culvert had to be adjusted to fit alignment of stream making it necessary to lengthen structure. Additional concrete was required for foundation because solid rock was deeper than anticipated. Also a planned channel change on Yew Creek is impractical (over

Instructions: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by /s/ L. L. MacIntyre
Resident Engineer

Noted by
Construction or Bridge Engineer

Confirmed by /s/ R. D. Asburry
Division Engineer

Noted by
Deputy or State Highway Engineer

and in order to protect embankment, foundation riprap had to be constructed. A winter flash flood deposited debris in Alder Creek requiring unanticipated work in removing.

Form No. E-872—1004—7-58

S-229

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name ALSEA MOUNTAIN SECTION Date April 28th., 19 66

Highway ALSEA Contract No. 6452

County BENTON Kind of Work GRADING AND PAVING Contractor HORSE BROTHERS, INC.,.

Contract Amount $823,257.00

Expected over-runs and under-runs in contract items: Quantity Unit Price Amount

Major items, itemized:

Over-run of Contract Items covered by price agreement number 1 and listed below.

Minor items, unitemized algebraic total

Subtotal $823,257.00

Approved work orders (Price, extra work and state force orders) $ 1,378.00

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

Supplement PA number 1 - Extend Yew Creek Arch Culvert 26,280.00

PA number 2 - Furnish and Place Stone RipRap for fill foundation 25,500.00

(Note-PA 1 supplemental and PA 2 have been submitted for approval)

Minor items, unitemized algebraic total 00.00

Subtotal $ 133,158.00

Authorization for engineering $ 69,532.36

Expected over-run or under-run of engineering authorization $ 0.00

Costs not included above (explain) $ 0.00

Allowance for future contingencies (~~5~~ 5% of work remaining) $ 29,538.68

Credits to come from transfers and deductions $ 00.00

Present estimate of project cost $ 1,055,486.24

Brief Statement of principal causes of over-run: Yew Creek Arch Culvert had to be adusted to fit line of stream, which made it necessary to lengthen structure. Solid Rock for foundation was deeper than anticipated, which required more concrete. PA #2 is for foundation Riprap to hold and protect fill at point where planned channel change is impossible. Order for Extra Work number 6 was approved in total for $18,000.00 to remove logs and debris brought down from above by flash flood. The $18,000 was unanticipated as an "act of God", and is included the $1,378.00 above.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 977,801.62	Space to right of this line is for use of Salem office.
Present estimate of project cost	$ 1,055,486.24	
Expected over-run (Amount)	$ 77,684.62	
Expected over-run (per cent)	7.94	

Submitted by: [signature] Resident Engineer

Noted by: Construction or Bridge Engineer

Confirmed by: Division Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
FEB 10 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-229
6652

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 8, 1966

Consumers Power, Inc.
P. O. Box 871
Corvallis, Oregon

ATTENTION: Mr. Dean O. Johnson

Re: Power Line Adjustment
(Easterly Portion)
Alsea Mountain Section
Alsea Highway - Benton County
Project No. S-229(8)
Contract No. 6652

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of January 28, 1966, have been approved by the State. You are hereby authorized to proceed with this work as of February 8, 1966.

Prior to beginning work you are requested to do the following:

(1) Please contact Mr. H. C. Johnson, District Maintenance Superintendent, P. O. Box 110, Corvallis 97330, Phone 753-5210, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

(2) Contact Mr. L. L. MacIntyre, Resident Engineer, 1500 N. 9th Street, Corvallis 97330, Phone 753-6268, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed subsequent to January 28, 1966 will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

FGP:bjm

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
R. D. Asburry
L. L. MacIntyre
H. C. Johnson
F. W. Sugnet

RECEIVED
FEB

FORM E-20X—50M—1-65 SP°19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1966

SUBJECT: Alsea Mountain Section
Alsea Highway
Contract No. 6652

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

Some time back you requested a report on the progress and scheduling of the work on the subject contract, said report to include the schedule of operations from the contractor.

Attached please find copy of a letter from the contractor in which they have outlined a schedule which, if adhered to, would complete the project within the specified time. In analyzing this schedule, I can see no reason why it can not be adhered to. They are allowing 53 workdays for performing the excavation work, on which they would have to average approximately 7,500 yards per day. The recent contract in this area performed by Erickson Paving Company averaged over 10,000 yards per day.

They are allowing 60 workdays for the rocking and paving work. Assuming an average production of 1,000 tons per day would take approximately 12 days to place the asphaltic concrete pavement. On a recent similar project, the same contractor has averaged approximately 3,000 tons per day of plant mix base. At this rate of production, it would take approximately 25 days to place the base rock.

This scheduling means an overlap in the grading and surfacing work but this can readily be accomplished, as a large portion of the project was graded under the previous contract on which the contractor can start placing the surfacing materials before the remaining portions of the project have been completely graded.

R D Asbury

R. D. Asburry
Division Engineer

RDA:am

MORSE BROTHERS - BUILDERS SUPPLY CO.

545 S. SECOND • PHONE PL 2-3428 • CORVALLIS, OREGON

READY-MIX CONCRETE
ASPHALT PAVING
SAND & GRAVEL
CRUSHED ROCK
PRESTRESSED CONCRETE

January 12, 1966

L. L.
[illegible] Engineer
[illegible] S.W. 9th St.
Corvallis, Oregon

Dear Sir:

In answer to your request for a schedule of our operations on the Alsea [illegible] Section of the Alsea Highway, we propose the following:

May 1st to June 15 - Final cleanup of remaining clearing and commence laying pipe.

June 1st to August 15 - Move remaining 386,785 cu. yds. of [illegible] in 53 working days.

These dates account for all the grading, pipework, slides and or overfall.

The rocking and paving will take approximately 60 working days. This schedule allows for an overlap in the grading, rocking and paving, in order to complete this contract by September 30, 1966. Crushing of the stone will commence somewhere near the 1st of February.

Very truly yours,

Morse Bros., Inc.

Bruce Hamilton

Bruce Hamilton

BH:me

DEPT. OF PUBLIC WORKS
DEC 10 1965
RECEIVED

S-229

6652

Salem, Oregon 97310
December 9, 1965

Contract No. 6652
Alsea Mountain

Mr. F. D. Morgan
Construction Engineer
BUILDING

I am concerned about the lack of progress on this job. It started last August, but only 15 percent of the grading has been done--this with a good fall season.

If he cannot get going on the excavation until next June (which is common in this area), how does he expect to complete next year?

Please study and advise me of your opinion. I suggest that you require a schedule of operations (per specs) from the contractor that would assure completion by September 30, 1966.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

STATE COPY

Division transaction number

OCT 29 1965

PR-2A (6-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

State: Oregon

Project report number: S-229 6

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-22-65

County: Benton

Project number: S-229(8)

6652

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 3, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 957,454.00

Revised Federal funds $ 607,500.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of September, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By H B Klaboe

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 81120-P63

Oregon State Highway Department

Federal-Aid
Project No. S-229(8)

LSEA MOUNTAIN SECTION OF THE

ALSEA HIGHWAY IN BENTON COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, August 30, 1965

Type Code 6201
Roadway (Sta. 965+50 to Sta. 1103+00)(Contract No. 6652)

Clearing & Grubbing	All Required		$ 70,000.00
Ditch Excavation, Unclass.	60 cu.yd.	4.00	240.00
General Excavation, Unclass.	510,000 cu.yd.	0.46	234,600.00
Embankment Foundation Excavation, Unclass.	7,000 cu.yd.	1.00	7,000.00
Overhaul	5,000 C-Yd.Sta.	0.50	2,500.00
Finishing Roadbed & Slopes	1.65 mile	3000.00	4,950.00
Rounding Cutbanks	5,200 lin.ft.	0.20	1,040.00
Trench Excavation	4,040 cu.yd.	4.50	18,180.00
Special Backfill in Drains	430 cu.yd.	8.00	3,440.00
Watering	130 M-gal.	3.50	455.00
3/4" - 0 Material in Base	7,400 ton	3.00	22,200.00
3/4" - 0 Material in Prime Coat	370 cu.yd.	5.50	2,035.00
RC-250 Asphalt in Prime Coat	56 ton	65.00	3,640.00
Plant-Mix Stone Base	70,000 ton	3.00	210,000.00
Detour Wearing Surface	5,600 sq.yd.	1.50	8,400.00
Class "B" Asphalt Concrete Mixture	11,400 ton	6.00	68,400.00
Asphalt Cement in Mixture	630 ton	32.50	20,475.00
Concrete Invert Lining	290 sq.yd.	12.00	3,480.00
Concrete Ditch Lining	90 sq.yd.	12.00	1,080.00
Loose Riprap	56 cu. d.	7.00	392.00
66-inch Structural Plate Pipe	All Required		16,000.00
12-inch Culvert Pipe	150 lin.ft.	3.50	525.00
18-inch Culvert Pipe	2,140 lin.ft.	5.25	11,235.00
36-inch Culvert Pipe	230 lin.ft.	20.00	4,600.00
54-inch Culvert Pipe	440 lin.ft.	30.00	13,200.00
6-inch Drain Pipe	480 lin.ft.	2.00	960.00
8-inch Drain Pipe	1,300 lin.ft.	2.35	3,055.00
18-inch Culvert End Sections	20 only	40.00	800.00
Concrete Inlets, Type G-2M	1 only	125.00	125.00
A.C. Concrete Curbs	7,800 lin.ft.	0.70	5,460.00
Guide Post, W-1	130 only	7.00	910.00
Guard Rail	12,000 lin.ft.	2.40	28,800.00
Rail End Pieces	50 only	4.00	200.00
Guard Rail Blocks	1,000 only	1.50	1,500.00

Extra Guard Rail Posts	80 only	6.00	480.00
Furnish Field Laboratory Building	All Required		500.00
Class "A" Concrete	320 cu.yd.	100.00	32,000.00
Metal Reinforcement	20,000 lb.	0.20	4,000.00
20' 0" x 10' 0" Structural Plate Plate Arch, 1 Gage	100 lin.ft.	85.00	8,500.00
20' 0" x 10' 0" Structural Plate Arch, 5 Gage	40 lin.ft.	75.00	3,000.00
20' 0" x 10' 0" Structural Plate Arch, 8 Gage	70 lin.ft.	70.00	4,900.00
			$ 823,257.00
Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
Slide Removal	All Required		20,000.00
Seeding & Mulching	All Required		15,000.00
Permanent Signing	All Required		850.00
			$ 40,850.00

Utilities

Work by Consumers Power	All Required	$ 6,306.00
	Subtotal	$ 870,413.00
	10% Engr. & Cont.	87,041.00
	Total	$ 957,454.00

Length of Roadway - - - - - - - - - - - - - 2.603 miles
Cost of Roadway per mile - - - - - - - - $367,827.12

Federal Funds - - - - - - - - - - - - -

ALSEA MOUNTAIN SECTION

S-229(8)

Estimated Cost of Work by Consumers Power, Inc.

Material	$	2,743.00
Labor		2,981.00
Clearing		1,946.00
Remaining Value of Existing Line		432.00
System Betterment		(1,377.00) Cr.
Salvage		(419.00) Cr.
	$	6,306.00

FORM PE-123X 80M 8-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY
WASCO
DAVID B. SIMPSON
PORTLAND

RECEIVED
SEP 8 1965
FOR FILING

5-229

6647

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 7, 1965

Mr. Frank M. Morris
1970 Church Street N. E.
Salem, Oregon

Re: File No. 36243
Frank M. Morris, et ux.
Alsea Mountain Section
Alsea Highway

Dear Mr. Morris:

I have now received communication from Mr. MacIntyre, Resident Engineer on the above-mentioned project. He states that the dam which you previously inquired about is not located within the area of the taking but is approximately 40 feet outside of our excavation limits. He further advised that you have rented the house to our subcontractor G. D. Dennis and Sons, who are doing the grading work on this project and that they have advised him that they will have no water problems during construction.

This is to advise you that when the project has been completed that your water system and hook-up will be left in the same or better condition then that existing prior to our construction operations.

If you have further questions, please advise me.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

J. ROBERT PATTERSON
Chief, Trial Section

JRP:ap

cc Mr. F. B. Klaboe
Mr. R. D. Asburry

RECEIVED
SEP 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 7 - 1965
FORM E-20 SOM-4 11-58 19690
FOR FILING
S-229
6652

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Corvallis, Oregon
September 2nd. 1965

SUBJECT: File No. 36243
Frank M. Morris, et ux.
Alsea Mountain Section
Alsea Highway

To: Mr. J. Robert Patterson
Chief, Trial Section
Oregon State Highway Dept.
State Highway Building
Salem, Oregon

In answer to your letter regarding Mr. Morris's Dam for water supply, I submit the following.

(1) The Dam is not within the area of taking.

(2) The Dam is approximately 40 feet outside of excavation limits.

(3) G.D.Dennis and Sons who are sub-contracting the grading work on the subject project have rented the Morris house for their field office and have advised me that they will have no water problem. It will be part of work to be done by the Dennis Company to leave the water hook-up in the same or better condition existing prior to construction operations.

cc: Mr. F.B.Klaboe
Mr. R.D.Asburry

L.L.MacIntyre
Resident Engineer

NOTED
J. C. [illegible]

RECEIVED
SEP 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 7 - 1965
FOR FILING
5-229
6652

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1965

To: Mr. L. L. MacIntyre
Resident Engineer
1500 North 9th Street
Corvallis, Oregon 97330

SUBJECT: File No. 36243
Frank M. Morris, et ux.
Alsea Mountain Section
Alsea Highway

Frank Morris called me upon receipt of my letter to him stating that he understood that it would be necessary in order to continue his water supply to rebuild the dam. He seems to think that the dam is within our taking or that the dam will be destroyed by the new improvement. I would appreciate it if you would write me and advise me whether these statements are correct and if so whether a new dam is necessary in order to reestablish the Morris' water system.

J. ROBERT PATTERSON
Chief, Trial Section

JRP:ap

cc Mr. F. B. Klaboe
Mr. R. D. Asburry

FORM E-123X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 30, 1965

Mr. Frank M. Morris
1970 Church Street N.E.
Salem, Oregon

Re: File No. 36243
Frank M. Morris, et ux.
Alsea Mountain Section
Alsea Highway

Dear Sir:

The resident engineer on the above-mentioned highway has written me advising that you have contacted our subcontractor Mr. Dennis and satisfactory arrangements have been reached for the timing of cutoff periods on the water at the time this highway improvement is to be made. I have also been assured by the resident engineer that if at any time water connections are in the process of being adjusted and need for water exists, all reasonable efforts to comply with a request for water will be made by our subcontractor.

If you have further questions regarding this matter, or are not satisfied with the arrangements which we have made, please advise me further.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

J. ROBERT PATTERSON
Chief, Trial Section

JRP:ap

cc Mr. F. B. Klaboe
Mr. R. D. Asburry

RECEIVED
SEP 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 1 - 1965
FORM E-30X—60M—1-66 SP*6418-734
FOR FILING
S-229
6652

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Corvallis, Oregon 97330
August 27, 1965

SUBJECT: File No. 36243
Frank M. Morris, et ux.
Alsea Mountain Section
Alsea Highway

To: J. Robert Patterson
Chief, Trial Section
Oregon State Highway Department
Legal & Right of Way Division
104 State Highway Building
Salem, Oregon 97310

In answer to your inquiry regarding the water supply line to the Morris property and house, I submit the following:

The Contractor on the work has been instructed to keep water line intact at all times with possible interruptions due to grading and clearing.

Subcontractor Dennis has been contacted by Morris and he (Dennis) has assured me that satisfactory arrangements for the timing of cutoff periods have been made and agreed upon. There is no one occupying the house during week days, but I understand Morris expects to spend week ends at the place.

I feel confident that any time that the water connections are in the process of being adjusted, and Morris needs water, all reasonable efforts to comply with the order will be made by the contractor.

L.L. MacIntyre,
Resident Engineer

LLM/dw

cc: Mr. F.B. Klaboe
Mr. R.D. Asburry
Mr. O.D. Dennis
Morse Brothers

RECEIVED
AUG 31 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 24 1965

FOR [illegible]

5.229

6652

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 24, 1965

SUBJECT: File No. 36243
Frank M. Morris, et ux.
Alsea Mountain Section
Alsea Highway

To: Mr. L. L. MacIntyre
Resident Engineer
1500 North 9th Street
Corvallis, Oregon

98

Mrs. Morris called me yesterday after she had received a letter from Assistant Engineer F. B. Klaboe concerning interference with her water system on the above-mentioned file. She had previously talked with Mr. Lindas during the negotiations for the purchase of the property so felt that she should take this matter up with the Legal Department. After reviewing the file and considering her complaints, I felt that I should talk with her personally, which I did this morning. I believe that in view of the extra work order mentioned in Mr. Morgan's letter concerning the re-establishment of the water line upon completion of the work, that we will have no further complaints. However, she raises one question. She desires to rent the property and her new tenant wishes to know when the water line will be re-established so that the house on the property will have an available water supply, and also some estimate of time that the water supply might be interrupted during construction. I wish you would drop me a short note and bring me up to date on the situation and answer these latter questions. I promised Mrs. Morris that I would call her within a week or ten days so would appreciate your reply within that time.

J. ROBERT PATTERSON
Chief, Trial Section

JRP:ap

cc Mr. F. B. Klaboe ✓
Mr. R. D. Asburry

NOTED
F B KLABOE

RECEIVED
AUG 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 23 1965
FOR FILING

8/23/65
New address
1970 Church St NE
Salem
JRP

August 19, 1965

Mr. and Mrs. Frank Morris
Route 1, Box 12
Aloea, Oregon

Dear Mr. and Mrs. Morris:

Reference is made to your letter dated October 22, 1964 and received by us July 26, 1965, concerning damage to your water system.

Our investigation shows that some of our activities may have interfered with your system and, if so, we apologize.

In order that this does not happen again, we have arranged for our contractor to maintain the line while he is working in the area.

Thank you for bringing this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Kinhen
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. R. D. Asbury

MDG:fp FEK:srb

FORM E-30 50M 3-65 SP°6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 17, 1965

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Report on Morris Water System
R/W File No. 36243
Alsea Mountain Section
Alsea Highway
Assignment No. 98-FBK

Attached are reports of R. D. Asburry, Division Engineer, and L. L. MacIntyre, Resident Engineer, in reply to the complaint of Frank and Alice Morris of damage to their water system. Mr. MacIntyre also included pictures of the water system which are attached along with a sketch map of the area.

From the pictures and Resident Engineer's description, this water system consisted of a pipe leading from the intake at a dam in the creek approximately 17 feet outside of our right of way line and into a barrel which is located 10 feet inside of the right of way line. The pipe then led from the barrel to the Morris house. The barrel has been bypassed and is not being used.

The Morrises suffered considerable inconvenience after the survey party worked in this area cutting brush. The pipe line was dislodged and both pipe and barrel filled with debris. This required several hours labor to clean and it was two days before the water cleared up so they could do the laundry.

Mr. MacIntyre could find no evidence of brush dislodging any connection. The connections are constructed in a makeshift manner and could possibly have been dislodged by other causes. Numerous deer tracks were found around the intake area.

Mr. Asburry believes Morrises intent is for help in maintaining and adjusting their water line due to our construction through this area. This was not provided for in the right of way negotiations or in the contract provisions. He has, therefore, prepared an Extra Work Order to take care of maintaining and re-establishment of their water line. It is believed this will satisfy the Morrises.

A rough draft reply to the Morrises is attached.

RECEIVED
AUG 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

MDG:fp
Attach.

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

By M. D. Glenn

M. D. Glenn
Field Testing Engineer

FORM E-20X—60M—1-65 SP*6416-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 16, 1965

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

SUBJECT: Assignment 93-P
Morris Water System
R/W File 36243
Alsea Mountain Section
Alsea Highway

Herewith a report from the Resident Engineer together with some photographs of the subject water system. We can find no evidence of our crews damaging this system.

The source of the water is a dam in the creek off of our right of way on the left side of the road. There is an old storage barrel not now being used for storage sitting on the right of way. The water line crosses our right of way to the buildings on the right side of the right of way. During right of way negotiations payment was made for the owner to move the old storage barrel off of the right of way but no provisions were made for the taking care of the water line which crosses the right of way.

I believe it was the intent of the Morrises to ask for some help in the taking care and adjusting of their water system. As no provisions were made for the adjustment of this water line during construction and a good share of it was over property acquired from them, we have prepared an Extra Work Order for the contractor to take care of the water line during the construction through this area and reestablish it when the road work is complete. It is believed this will satisfy the Morrises.

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:am

CONSTRUCTION DIV[illegible]
AUG 16 1965

FORM E-20 50M 11-58 15880

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Corvallis, Oregon
August 10th, 1965

SUBJECT: Alsea Mountain Section
Alsea Highway
Frank M. and Alice Morris Property
File Number 36243

To: Mr. R. D. Asburry
Division Engineer
Oregon State Highway Dept.
Salem, Oregon

In connection with the complaint of Frank M. Morris of Route 1, Box 12, Alsea, Oregon, I submit the following:

The Surveyors did cut brush in the area, all on property acquired by the Highway Department. Brush did fall around the vicinity of the water intake but we can find nothing to indicate that brush dislodged any connection.

There are many tracks of deer, etc., around the intake. The connection being of makeshift construction, the dislodging could have been from several causes.

I am enclosing pictures of the intake arrangement for the Morris water supply.

Pictures 1,2,&3 are of the intake at small dam found 97' left of the Engineer station 978 + 30.

Pictures 4 & 5 are of the pipe from the dam and a barrel not being used. The barrel is 70' left of station 978 + 40.

Pictures 6 & 7 are close ups of the connection.

Picture 8 is of the pipe from the dam to the barrel.

Right of way limits in this area is 80' left of center line.

H. E. McIntyre
Resident Engineer

RECEIVED

2°15' C.
T.Δ=34°01'
L=1005.

450' Sp
S=2°15'
D=0.5

978+39.45 P.S.C.

19.7 Ac. Lt.

Shack

18" Culvert Pipe

DAM

BARREL

36242
5.9 Ac.

975

980

18"

200'

150'

12" Galv. (CONDUIT)

170'

100'

36243
0.26 Ac.

+50

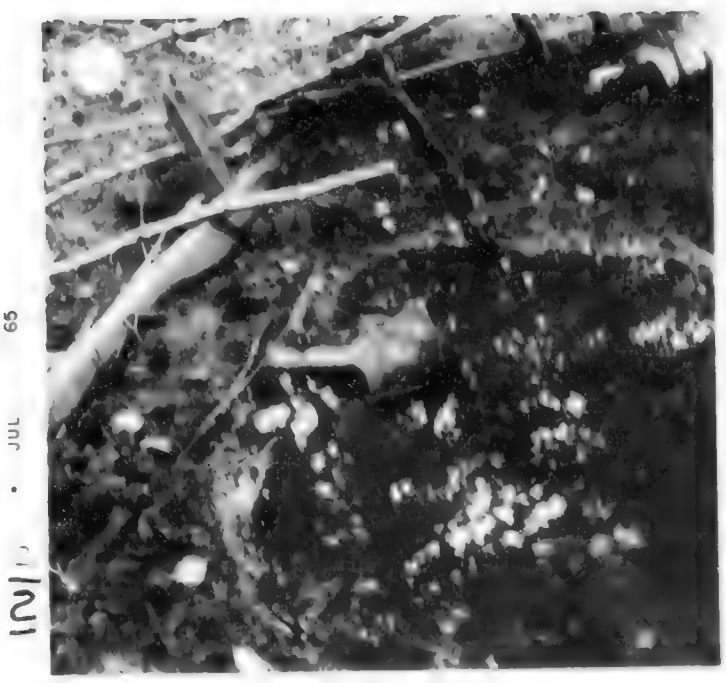
+00

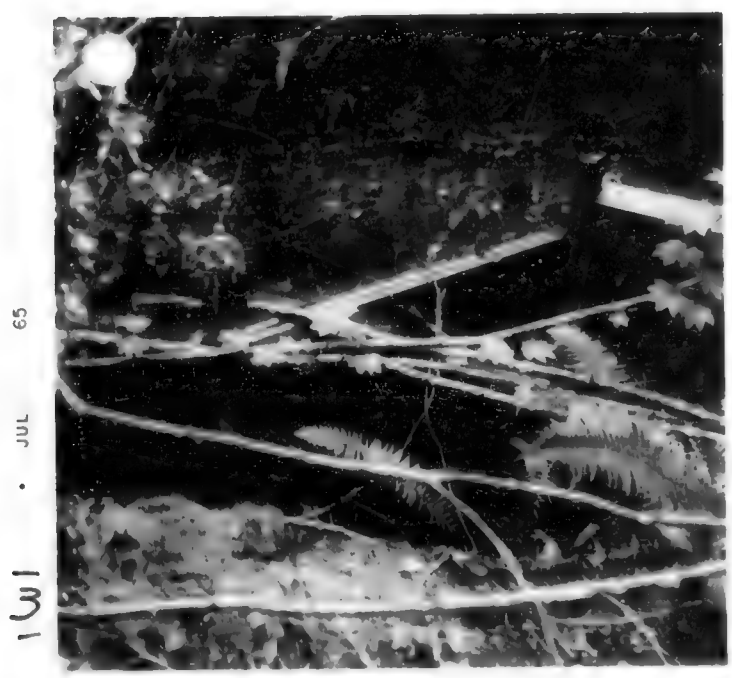
4.0 Ac. Rt.

18" CULVERT +00

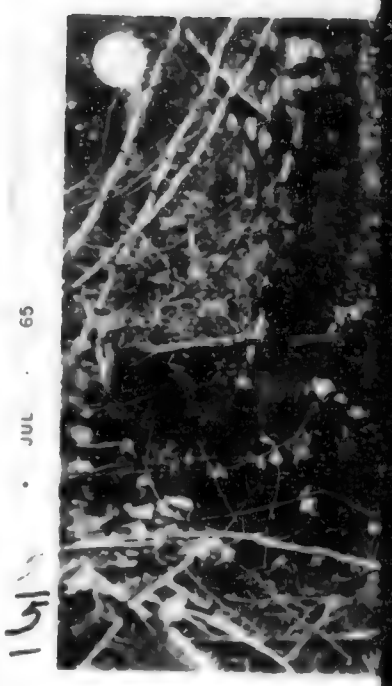
A. G. & E. Hockema
147 - 507

CROOKED CREEK



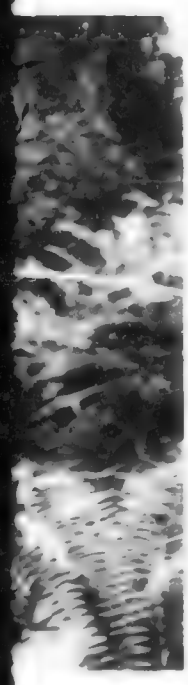


DAM LOCATED 97 FEET LEFT OF CENTERLINE AND INTAKE PIPE FOR MORRIS WATER SUPPLY.



PIPE FROM DAM TO BARREL

CLOSEUPS OF CONNECTION BYPASSING BARREL



PIPE FROM DAM TO BARREL

EUPS OF CONNECTION BYPASSING BARREL

(1123)

REFERRED TO
Klaver
BY DEPUTY STATE HIGHWAY ENGINEER

Copy
7-31

REFERRED TO
D.J. Klaver
BY SECRETARY

Route 1, Box 12
Alsea, Oregon
October 22, 1964 ← ?

State Highway Department

Dear Sirs:

This letter is not to complain--but to ask for cooperation. Several days ago your surveyors went up to our source of water. Our water pipe was dislodged by brush left lying against it and both it and the water barrel were filled with debris.

We know this was accidental and do not want anyone blamed. Please tell the men that it took us hours to get the pipe and barrel cleaned and back in place. In the meantime we had no water.

When we finally got water, it came slowly and dirt-filled for a long time. It took a long, long time to run the dirt out of the pipes to the bathtub and the laundry tubs; we did not dare do laundry in the murky water; not for two days.

This is our only water supply and when your men realize this, we know they will be careful.

We have found every one of your workers whom we have met, courteous and considerate.

Sincerely,

Frank M Morris

Mr. and Mrs. Frank M. Morris

CONSTRUCTION DIVISION
RECEIVED
JUL 29 1965

RECEIVED
JUL 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Alsea Mountain		WEEK ENDING: August 14th, 1965
		SECTION PREFIX: 2-1068
HIGHWAY: Alsea		COUNTY: Benton
NAME OF JOB: Alsea Mountain Section	KIND OF WORK: Grading and Paving	
CONTRACTOR: Morse Brothers Inc.	CONTRACT NUMBER: 6652	FEDERAL AID PROJECT NUMBER: S229(8)
DATE OF CONTRACT: July 22nd, 1965	DATE WORK STARTED: August 2nd, 1965	ESTIMATED COMPLETION DATE: Sept. 30, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 435	CALENDAR DAYS USED: 23
	SPECIFIED COMPLETION DATE: Sept 30th, 1966	PERCENT OF TIME ELAPSED: 5%
PROJECT AUTHORIZATION: $77,801.62	ENGINEERING AUTHORIZATION: $69,532.56	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 1%
EXCLUSIVE OF ENGINEERING: $908,269.06	ENGINEERING COST TO DATE: $6,700	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 1%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $908,269.06		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 10 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
14	0	0	0	0	0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.81	2.60			2.60
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	517,000 C.Y.	77,400 Tons			11,400 Tons
TOTAL QUANTITIES CORRECTED TO DATE	517,000C. Y.	77,400 Tons			11,400 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	0	0			0
AVERAGE DAILY QUANTITIES	0	0	NOTED F. P. KLABOE		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	1760	265			39
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

1-D-6 Cat, 2 D-8 Cats, 1-Firwagon, 1-Grease Truck, & 1 Small A.C. Crawler Type Tractor

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear & Warm			No Work
MONDAY	Clear & Warm			Clearing Work
TUESDAY	Cloudy & Warm Clear			Clearing Work
WEDNESDAY	Cloudy & Warm			Clearing Work
THURSDAY	Cloudy & Showers			Clearing Work
FRIDAY	Clear & Warm			Clearing Work
SATURDAY	Fair			No Work

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work on project today.
MONDAY	1 D-6 Cat, 1 D8 Cat, and 1-laborer piling brush sta 977-990 2 laborere with small A.C. tractor cutting saleable timber. Moved water line sta. 978.
TUESDAY	Clearing from sta 972 to sta. 979. Moved in D-8 cat in afternoon. F.A. 1 laborer worked 1 hour moving water line. State forces seeding slopes each stat 1072 - ~~176~~ 1076 2 engineers, 1 truck, & 4 men from Consumer Power Co. relocating poles.
WEDNESDAY	Clearing from sta. 990 to 994.
THURSDAY	Clearing from sta 980 to 990. Burning piles from sta 991 to 996 sta force seeding slopes sta 1015 to 1020
FRIDAY	Clearing from sta 980 to 994. Burning continues. State force seeding slopes sta 1060 to 1055.
SATURDAY	No work on project today.

REMARKS

On Mon. Aug 9, contractor dropped tree across telephone line and road and stopped traffic for about 15 minutes.

Virg.Dudley, R/W Supervisor for Consumers Power Co. on project Thursday Aug 12.

SIGNED L. A. McIntyre LOCATION Corvallis, Ore.
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
NOV 30 1965
FOR FILING

S-229
(8)
6652

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
July 30 1965 By WE Martin
Title Dist Engr
U.S. Bureau of Public Roads

Project Name Alsea Mountain Section Date July 30, 1965

Highway Alsea Contract No. 6652

County Benton Prefix 2-1068

Contractor Morse Bros., Inc. F. A. Project No. S-229(8)

Address P.O. Box 266, Lebanon, Oregon Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish labor, equipment, and small amount of material necessary to extend 96" structural plate culvert on upstream end; replace riprap protection around culvert inlet; extend portland cement concrete invert paving; reshape fill section around culvert inlet; reshape stream channel for approximately 50 feet upstream from culvert inlet,and such other details of construction necessary to provide culvert extension, such shaping work necessary to provide a functional culvert, serviceable materials, all put together in a workmanlike manner.
Work to be done in accordance with 1964 Standard Specifications for Highway Construction and Supplemental Special Provisions attached to the contract.

Location by station numbers:

1017+50 (Alder Creek)

Estimate of quantities and cost:

Equipment- - -	$1,200.00
Labor- - - - -	1,100.00
Material- - --	200.00
	$2,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This work was being arranged for under Contract Number 6401 (Alsea Mountain Section of Alsea Highway), but due to late date of notifying contractor,when needed extension became obvious, the time limit for Contract 6401 was reached. The plates for culvert extension had been ordered by contractor for Contract 6401 and it is planned to acquire them from him by price agreement and install under this Contract 6652. (over)

(This work has not been done.)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$977,801.62
Present estimate of project cost, including $2,500.00 for work under this order	$977,801.62
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office: -

Submitted by: /s/ L.L. MacIntyre
Resident Engineer

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Highway Engineer or Office Engineer.

State Printing

orig L H Young 11-30-65

Contract 6401 has extended past the completion date, and all other work, both contract items and additional work, has been completed, it is proposed to purchase the necessary plates for culvert extension of 12 feet, which has already been ordered and shipped, from Erickson Paving Company by price agreement, and have them installed under Contract Number 6652 by Morse Bros., Incorporated.

During the severe winter storms of 1964, the channel above culvert in Alder Creek altered, eroding the fill, causing considerable of the fill and riprap around the end of culvert to slough and subside, dropping over inlet of culvert. Upon repairing the fill slide and uncovering the inlet completely it was determined that the culvert had been damaged more than estimated at first, and that more plates were necessary plus the extension upstream to better protect inlet. This work was to have been accomplished by "Order For Extra Work Number 5" Contract 6401, but complications were created by time limitations, so it was judged that more satisfactory results would be obtained by finishing the work by this arrangement.

NOV 26 1965
OREGON DIVISION

RECEIVED
NOV 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 26 1965
FOR FILING

COMMISSIONERS
GERALD JAMESON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

S-229

6652

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 23, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Morse Bros., Inc.
East Grant Street
Lebanon, Oregon

Gentlemen:

The State Highway Commission on July 22, 1965, awarded to you State Highway Contract No. 6652 for the following project:

Grading and paving the Alsea Mountain Section of the Alsea Highway in Benton County

This award was based on your bid of $823,257.00 which was submitted to the Commission on July 20, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Ken

cc Frank Morgan
L.H. Young
R.G. Savage (SIAC)

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

Section EAST UNIT, ALSEA MOUNTAIN Highway ALSEA (FA 144) County BENTON

Res. Engr. L. L. MacIntyre Approx. Length 1.6 Miles. Sta. 1103+ to Sta. 1189+50± Date 6-15-66

Truck A.D.T. 135 Traffic Coefficient 8.4 18 kip s.a. per day 94.6.

Annual Precipitation 95"± Frost Penetration - - - - - - -.

(1)
Typical Soil

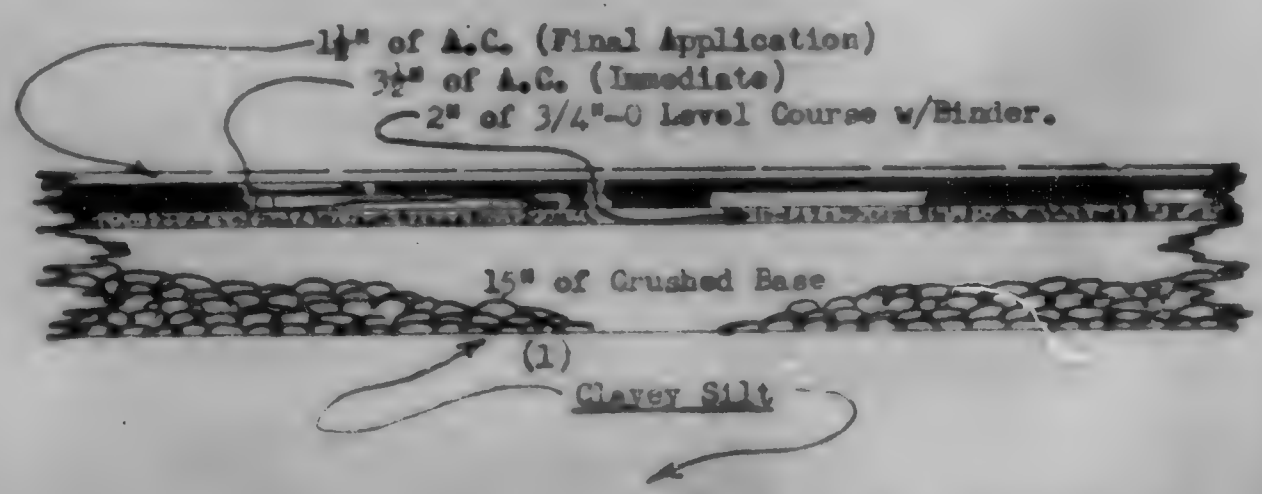
52	LL
21	PI
[illegible]	%P 10
73	%P200
4	%Gravel
3	%C Sand
20	%F Sand
47	%Silt
2[illegible]	%Clay
10	"R" Value (Corrected)

AASHO CLASSIFICATION:

A-7-5 (14)

MATERIAL SOURCES:

To be determined by the Engineer.



Values assigned components of the roadway structure are as follows:

1"	Asphaltic Concrete	=	2" Crushed Base
1"	Oil	=	1" Crushed Base
1.3"	Stone Subbase	=	1" Crushed Base

Above table should be followed in case of substitutions.

CBE Total Req.	Granular	Actual Thick.	
	3	1½	A.C.
	7	3½	A.C.
	2	2	Level
	15	15	Cr. Base
27	27	22	

NOTED
F. B. KLABOE

Submitted by E. J. Lee
for Staff Assistant

Recommended by O. O. Rebuta
Engineer of Materials

Recommended by T. A. Hogan
Construction Engineer

Approved by F. B. Klaboe
Asst. State Highway Engineer

RECEIVED
JUN 23 1966

E. Lee - Mt. Unit - Alsea

6-15-66

c:
S.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section EAST UNIT, ALSEA MOUNTAIN Highway "OTHER ROADS" County _____ Prefix _____

Res. Engr. _____ Approx. Length _____ Miles. Sta._____to Sta._____ Date _____

Truck A.D.T. See below Traffic Coefficient ------ 18 kip s.a. per day ------.

Annual Precipitation ------ Frost Penetration ------.

(1)
Typical Soil
LL
PI
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
(Corrected)

AASHO CLASSIFICATION:

Truck ADT	Wearing Surface	Level	Crushed Base	CBE Total Req.	Credit	Actual Thick.	
30 - 90	3" A.C.	2"	16"	24		21	
8 - 30	2" A.C.	2"	15"	21		19	
1 - 8	2" A.C.	2"	11½"	17½		15½	
Cars Only	2" A.C.	2"	7"	13		11	

SECTION: EAST UNIT, ALSEA MOUNTAIN

HIGHWAY: ALSEA (FA 144)

COUNTY: BENTON

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 900 (Total)

B. Future ADT 1800 (Total)

C. Mean ADT 1350 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 20 (ADT Basis) (Heavy Logging)

G. Trucks (in one direction) $\frac{F}{2}$ = 10 x (C) 135 = 135

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 135 x (H) 100 % = 135

TRAFFIC COEFFICIENT = $K (I)^{0.119}$
where K = 4.669

= 8.4

SECTION: EAST UNIT, ALSEA MOUNTAIN

HIGHWAY: ALSEA (FA 144)

COUNTY: BENTON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short project with no P.C.C. Pavement in the immediate area. Fill heights to 100' are not uncommon and subsidence is anticipated. A.C. is more desirable for ease of restoration.

RECEIVED
JUL 12 1965
FOR FILING
6652

June 9, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for one project, Item No. 734, Project No. S-229(8), Alsea Mountain Section, which we desire to have included in the Federal-Aid Secondary Highway Program.

This project has been selected by the Highway Commission and local officials in cooperation with each other as required by the Federal-Aid Act.

We desire to receive bids for this project on July 20, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. H. Chase
Asst. Office Engineer

RHChase

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PRO

(PPM 21-

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
65	ADT	900	1,700 (66) (70)	85 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	934 (14) (18)

UPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
					PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	S- 14 23	229(8) 7 13		(24) (26)	27

COUNTY NAME: Benton — CODE: 003 (14) (16)

ROUTE NO. S — FEDERAL-AID: 144 (32) — STATE: 27 (36) (37) — U.S. (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			Gr., dr., two 11' lanes high-type pave., with 4' shoulders and climbing lane.
2.60	980,000	621,000	359,000		ROW - 200' normal; access control - partial; parking restrictions - none. Utility adj. req. incl. prep. work.
2.60	980,000	621,000	359,000		
	(16) (23)	(24) (33)			

REMARKS

Additional Data - Item 648, Project S-229(6)
and Item 861, Project S-229(7)

USCOMM DUSCOMM-DC 48908-P61

ALSEA MTN. SECTION

Project No. S-229(8)

Existing Facility and Adjacent Sections

Two 10' lanes high-type pavement with 1' shoulders. Alignment is poor with many sharp reversing curves and very inadequate for present traffic needs.

Project Data

Grade and drain on improved alignment, two 11' lanes high-type pavement with 4' shoulders and climbing lane over the summit.

Unusual Circumstances

The project will include as incidental work beyond the east limit, on the future alignment, partial embankment approx. 90,000 cu.yds; channel change approx. 700 cu.yds.; 380 lin.ft. of 8" perf. drain pipe and 400 lin.ft. of 66" structural plate pipe.

The construction of the partial embankment and drainage is necessary to utilize the excess material obtained from the large cut at the east end of the project.

ER-184(1) Umpqua R. Br. in Reedsport 1965
(Pier Protection)

#6653

STATE COPY

Monthly transaction number 5-80	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
Modification number 2	(PPM 21-7) 5-8-67	Project number S-284(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 24, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 128,000.00	$ 128,035.00
Federal funds	$ 79,947.00	$ 80,997.29
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of May, 19 67.

OREGON STATE HIGHWAY DEPARTMENT

(Official name of Highway Department)

By B K Klabo

Assistant State Highway Engineer

(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. Person, Division Engineer

By L. R. Backlund, Admin. Manager
(Division Engineer)

US COMM-DC 26364-P65

STATE COPY

Monthly transaction number	FORM PR-21 (5-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
2-6		County Douglas
Project report number 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	Project number I-5-1(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 24, 19 65, is hereby modified as follows:

Revised estimated total cost of project $ 126,000.00

Revised Federal funds $ 79,947.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 31st day of January, 19 66.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXX By A. W. Parsons
(Division Engineer)

By _____
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. ER-184(1)

UMPQUA RIVER-COOS COUNTY LINE SECTION OF THE

OREGON COAST HIGHWAY IN DOUGLAS COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices, estimated costs of temporary and permanent repairs by State force and negotiated equipment rental.)

Salem, Oregon, November 8, 1965

Type Code X036
Umpqua River Br. Pier Protection Replacement (Sta. 559+30) (Contract 6653)

Furnish Treated Timber Piling	7,440 lin.ft.	$ 1.70	$12,648.00
Furnish 14 BP 73 Steel Piling	1,300 lin.ft.	8.25	10,725.00
Drive Timber Piles	124 only	37.00	4,588.00
Drive Steel Piles	20 only	90.00	1,800.00
Splice Steel Piles	5 only	50.00	250.00
Treated Timber in Place	32 M-FBM	347.00	11,104.00
			$41,115.00
Remove Riprap	All Req. (50%)		250.00
	Subtotal		$41,365.00
	Engr. & Cont.		4,136.00
	Total		$45,501.00

Type Code X006
Flood Repair Temporary and Permanent (MP 211.0 - MP 220.58)

Riprap	23,688 cu.yd.	$ 2.15	$50,929.20
Common Dirt	12,280 cu.yd.	0.98	12,034.40
Negotiated Equipment, Labor and Materials	All Req.		2,353.00
State Force Equipment, Labor and Materials	All Req.		9,747.43
			$75,064.03
Approved State Force Orders			
SFO No. 2	400 cu.yd.	$ 8.00	$ 3,200.00
	Subtotal		$78,264.03
	Engr. & Cont.		2,234.97
	Total		$80,499.00

Length of Roadway - - - 9.58 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Bridge Pier Protection Replacement (Contract No. 6653)	$45,501.00	$28,870.00	$16,631.00
Temporary & Permanent Repair	80,499.00	51,076.00	29,423.00
	$126,000.00	$79,946.00	$46,054.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 10-1009
10-4433
10-4533
10-4733

State forces equipment, labor and materials do not agree with the Phase 1 Report. We used costs from the books to determine this amount which we feel is more accurate than the Phase 1 Report. The D.M.S. charges are not included in this amount.

UMPQUA RIVER BRIDGE

STATE WORK

Remove Existing Pier Protection	All Req.		$ 2,800.00
Furnish Treated Timber Piling	7,980 lin.ft.	$ 1.70	13,566.00
Furnish 14 BP 73 Steel Piling	2,340 lin.ft.	8.25	19,305.00
Drive Timber Piles	133 only	37.00	4,921.00
Drive Steel Piles	36 only	90.00	3,240.00
Splice Steel Piles	9 only	50.00	450.00
Treated Timber in Place	42 M-FBM	347.00	14,574.00
	Subtotal		$58,856.00
Remove Riprap	All Req. (50%)		250.00
	Total		$59,106.00

RECEIVED
MONTHLY TRANSACTION RPT
SEP 29 1965
FOR FILING

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

FORM R-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-24-65

STATE: Oregon

COUNTY: Douglas

PROJECT NO.: ER-184(1)

PROJECT REPORT NO.: ER-184(1)

$

66-2

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Umpqua River Bridge Section, Oregon Coast Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-25-65	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 45,501	$ 28,870.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stone

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By R. R. Bucklund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer SEP 24 1965

Oregon State Highway Department

Federal Aid
Project No. ER-184(1)

UMPQUA RIVER BRIDGE SECTION OF THE

OREGON COAST HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Sept. 20, 1965

Type Code X036
Umpqua River Br. Pier Protection Replacement
(Sta. 559+30) (Contract 6653)

Furnish Treated Timber Piling	7,440 lin.ft.	$ 1.70	$12,648.00
Furnish 14 BP 73 Steel Piling	1,300 lin.ft.	8.25	10,725.00
Drive Timber Piles	124 only	37.00	4,588.00
Drive Steel Piles	20 only	90.00	1,800.00
Splice Steel Piles	5 only	50.00	250.00
Treated Timber in Place	32 M-FBM	347.00	11,104.00
			$41,115.00
Remove Riprap	All Req. (50%)		250.00
	Subtotal		$41,365.00
	10% Engr. & Cont.		4,136.00
	Total		$45,501.00

Length of Project - - - - 0.000 mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Bridge Pier Protection Replacement (Contract)	$ 45,501.00	$28,870.00	$16,631.00
Retained in Authorized Fund Status			
Temporary & permanent work not covered by this contract	80,499.00	51,077.00	29,422.00
Total	$126,000.00	$79,947.00	$46,053.00

State funds for const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State funds for maint.: Chap. 529, Laws 1939.

UMPQUA RIVER BRIDGE

State Work

Remove Existing Pier Protection	All Req.		$ 2,800.00
Furnish Treated Timber Piling	7,980 lin.ft.	$ 1.70	13,566.00
Furnish 14 BP 73 Steel Piling	2,340 lin.ft.	8.25	19,305.00
Drive Timber Piles	133 only	37.00	4,921.00
Drive Steel Piles	36 only	90.00	3,240.00
Splice Steel Piles	9 only	50.00	450.00
Treated Timber in Place	42 M-FBM	347.00	14,574.00
	Subtotal		$58,856.00
Remove Riprap	All Req. (50%)		250.00
	Total		$59,106.00

G 1 - 40 %
G 2 - 60 %

Oregon State Highway Department

Federal-Aid
Project No. ER-134(1)

UMPQUA RIVER BRIDGE OF THE

OREGON COAST HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 21, 1965

Type Code X036
Umpqua River Br. Pier Protection Replacement (Sta. 559+30)

Furnish Treated Timber Piling	7,440 lin.ft.	$ 1.75	$13,020.00
Furnish 14 BP 73 Steel Piling	1,300 lin.ft.	5.00	6,500.00
Drive Timber Piles	124 only	75.00	9,300.00
Drive Steel Piles	20 only	100.00	2,000.00
Splice Steel Piles	5 only	50.00	250.00
Treated Timber in Place	32 M-fbm	400.00	12,800.00
			$43,870.00
Remove Riprap	All Required (50%)		250.00
	Subtotal		$44,120.00
	10% Engr. & Cont.		4,412.00
	Total		$48,532.00

Length of Project - - - - - - - - - - - - - 0.000 mi.

Federal Funds -	$30,793.00
State Funds -	17,739.00
Total	$48,532.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Fed. Funds	State Funds
Temporary and permanent repair not covered by this contract.	$157,468.00	$99,913.00	$57,555.00

UMPQUA RIVER BRIDGE

STATE WORK

Remove Existing Pier Protection	All Required		$10,000.00
Furnish Treated Timber Piling	7,980 lin.ft.	$ 1.75	13,965.00
Furnish 14 BP 73 Steel Piling	2,340 lin.ft.	5.00	11,700.00
Drive Timber Piles	133 only	75.00	9,975.00
Drive Steel Piles	36 only	100.00	3,600.00
Splice Steel Piles	9 only	50.00	450.00
Treated Timber in Place	42 M-fbm	400.00	16,800.00
	Subtotal		$66,490.00
Remove Riprap	All Required (50%)		250.00
	Total		$66,740.00

RECEIVED
SEP 19 1966
FOR FILING
EP-184 (1)
6653

September 13, 1966

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

A post-final payment for $3,900 will be made to Tom Lillebo Construction Company on Contract No. 6653 for pier protection replacement on the Umpqua River Bridge on the Oregon Coast Highway in Douglas County, as soon as the warrant is prepared.

The total amount paid on this contract will be $102,029.83 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm

cc Tom Lillebo Construction Company
Box 45
Reedsport, Oregon

Ward Cook-Rodgers Insurance Company
534 S. W. 3rd Avenue
Portland, Oregon
C. H. Maison
Attn: John Herr

RECEIVED
SEP 6 - 1966
FOR FILING
EN 184(1)

1153

September 2, 1966

1009

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Umpqua River Bridge Pier
Protection, Oregon Coast
Highway, Project ER-184(1)

Reference is made to your letter of August 26 concerning the above project.

The piling driven under the bridge on the south side was driven through existing riprap. This caused some of the piling to have a tendency to lean out of position. The pilings were pulled into line and secured by cables fastened to the pier.

By the time these cables rust off, it is anticipated the piling will remain in line. These pilings will not be bolted to the pier, as this would tend to make them an integral part of the pier and they would lose their protective value.

Work was completed on State Force Order No. 2 on October 14, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
L. H. Young

CN:ia srb

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 26, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-184(1)
Oregon Coast Highway
Final Acceptance

By letter dated August 11, 1966 you requested our final acceptance of the above project. We note from the resident engineer's narrative report included in the transmittal that some of the piling driven under the bridge on the south side are being held in position with some old cables fastened to the pier. We assume from the engineer's statement that blocking and bolting of these piles to the pier is to be accomplished by maintenance forces. Please advise us of the status of this work.

In addition, we would appreciate being advised of the completion date for State Force Order No. 2.

8-31-66
REFERRED TO
Young
Asst. State Hwy. Engr.
R/Dawson

RECEIVED
AUG 31 1966
OFFICE ENGINEERING
Division

RECEIVED
AUG 29 1966
OFFICE
STATE HIGHWAY ENGINEER

Div. Research + R/D
reply:

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 4 - 1966
FOR FILING

EE-1X1(1)

6652

August 26, 1966

Tom Lilleb Construction Company
Box 45
Reedsport, Oregon

#2

Gentlemen:

The State Highway Commission at its meeting on August 25 considered your request for an extension of time on Contract No. 6653 for pier protection replacement on the Umpqua River Bridge on the Oregon Coast Highway in Douglas County.

After considering the recommendation of the Engineer and other available information, the Commission granted you a 52-calendar day extension of time.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhs
cc L. R. Chandler
Eugene Ash
L. H. Young
Ivan Merchant
C. H. Maison
Bureau of Public Roads

Form.E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date November 29, 1965

Gentlemen:

We, the undersigned, respectfully request an extension of 65 days time, from Dec. 1, 1965, to Feb. 3, 1966, within which to complete our Contract No. 6653, described as follows:

Umpqua River Bridge
Pier Protection Replacement

The above request is based upon the following reasons: Due to extra work added to our contract, we had delays in the procurment of treated materials which threw the job into periods of inclement weather and high tides. Storm fronts experienced in this later time period caused hold-overs in the tides which prevented completion of the minus tide work and the extra work added has increased greatly the quantity of low water work.

Respectfully submitted,

TOM LILLEBO CONSTRUCTION COMPANY
Contractor

By Lee R. Clements
Vice President

CONSENT OF SURETY

Date December 9, 1965

We, FEDERAL INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

George McClellan - Attorney-in-fact

(SEAL)

Resident Agent

State Printing 97813

Form E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date November 29, 1965

Gentlemen:

We, the undersigned, respectfully request an extension of 65 days time, from Dec. 1, 1965, to Feb. 3, 1966, within which to complete our Contract No. 6653, described as follows:

Umpqua River Bridge
Pier Protection Replacement

The above request is based upon the following reasons: Due to extra work added to our contract, we had delays in the procurment of treated materials which threw the job into periods of inclement weather and high tides. Storm fronts experienced in this later time period caused hold-overs in the tides which prevented completion of the minus tide work and the extra work added has increased greatly the quantity of low water work.

Respectfully submitted,

TOM LILLEBO CONSTRUCTION COMPANY

ACKNOWLEDGMENT OF ANNEXED INSTRUMENT

STATE OF CALIFORNIA
CITY AND COUNTY OF SAN FRANCISCO } ss.:

On this 9th day of December in the year one thousand nine hundred and Sixty Five before me, Bianca P. Pera, a Notary Public in and for the City and County of San Francisco, State of California, residing therein, duly commissioned and sworn, personally appeared George McClellan known to me to be the Attorney In Fact of FEDERAL INSURANCE COMPANY, the Corporation that executed the within instrument, and also known to me to be the person who executed the within instrument on behalf of the Corporation therein named and acknowledged to me that such Corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, in the City and County of San Francisco, the day and year in this certificate first above written.

Bianca P. Pera
Notary Public in and for the City and County of San Francisco, State of California

My Commission expires September 14, 1969

BIANCA P. PERA
NOTARY PUBLIC - CALIFORNIA
CITY AND COUNTY OF
SAN FRANCISCO

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6653 Contractor Tom Lillebo Construction Company

Highway Oregon Coast

Section Umpqua River Bridge

Kind of Work Pier Protection Replacement

It is recommended that such extension be granted as requested under the following terms and conditions:

Grant a 52 day extension without assessment of liquidated damages because of 12 day delay in approving shop details for treated lumber, a 5 day delay while PUD was locating flood misplaced submarine cable and 35 days required to obtain additional treated lumber necessary to complete an extra work order. Assess liquidated damages for 13 days.

Recommended for Approval:

John Quenzer
Asst Division Engineer

Ivan V. Marchand
~~Construction Engineer~~ or Bridge Engineer

Tom Lawson
Asst State Highway Engineer

Contract No. 6653

Project designation ER-184(1)
State—Federal

Date awarded 7/22/65

Work started 10/5/65

Per cent completed 100% ~~Xxx~~ 2/3/66 ~~10/5/65~~
Date

Specified completion date November 30, 1965

Previously extended to none

Extension requested to Feb. 3, 1966 (65 cal. days)

Certified Copy of

POWER OF ATTORNEY

Know all Men by these Presents, That the FEDERAL INSURANCE COMPANY, 90 John Street, New York, New York, a New Jersey Corporation, has constituted and appointed, and does hereby constitute and appoint

Cecil O. West, George McClellan, Lawrence P. Dixon and L. K. Hall of San Francisco, California -

each its true and lawful Attorney-in-Fact to execute under such designation in its name and to affix its corporate seal to and deliver for and on its behalf as surety thereon or otherwise, bonds or obligations given or executed in the course of its business, and any instruments amending or altering the same, and consents to the modification or alteration of any instruments referred to in said bonds or obligations.

In Witness Whereof, the said FEDERAL INSURANCE COMPANY has, pursuant to its By-Laws, caused these presents to be signed by its Vice President and Assistant Secretary and its corporate seal to be hereto affixed this 1st day of May 19 65.

FEDERAL INSURANCE COMPANY

By

Frederick C. Gardner
Vice President

Davis Quinn
Assistant Secretary

STATE OF NEW YORK }
County of New York } ss.:

On this 1st day of May 19 65 before me personally came Davis Quinn, to me known and by me known to be Assistant Secretary of the FEDERAL INSURANCE COMPANY, the corporation described in and which executed the foregoing Power of Attorney and the said Davis Quinn being by me duly sworn, did depose and say that he resides in the City of New York, in the State of New York; that he is Assistant Secretary of the FEDERAL INSURANCE COMPANY and knows the corporate seal thereof; that the seal affixed to the foregoing Power of Attorney is such corporate seal and was thereto affixed by authority of the By-Laws of said Company and that he signed said Power of Attorney as Assistant Secretary of said Company by like authority; that he is acquainted with Frederick C. Gardner and knows him to be Vice President of said Company, and that the signature of said Frederick C. Gardner subscribed to said Power of Attorney is in the genuine handwriting of said Frederick C. Gardner and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Acknowledged and Sworn to before me on the date above written.

Notary Public

MARION J. McGRATH
NOTARY PUBLIC, State of New York
No. 24-7837850
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1966

Form 12159F (Ed. 1-64)

H8772 (3M)

CITY AND COUNTY OF NEW YORK: ss

I, the undersigned, Assistant Secretary of the FEDERAL INSURANCE COMPANY, do hereby certify that the following is a true excerpt from the By-Laws of the said Company as adopted by its Board of Directors on March 11, 1958 and amended January 2, 1964 and that this By-Law is in full force and effect.

"ARTICLE XIX.

Section 2. All bonds, undertakings, contracts, powers of attorney, and other instruments other than as above, for and on behalf of the Company which it is authorized by law or its charter to execute, may and shall be executed in the name and on behalf of the Company either by the Chairman or the Vice-Chairman or the President or a Vice-President, jointly with the Secretary or an Assistant Secretary, under their respective designations, except that any one or more officers or attorneys-in-fact designated in any resolution of the Board of Directors or the Executive Committee, or in any power of attorney executed as provided for in this section, may execute any such bond, undertaking or other obligation as provided in such resolution or power of attorney."

And I further certify that I have compared the foregoing copy of the POWER OF ATTORNEY with the original thereof and the same is a correct and true copy of the whole of said original Power of Attorney and that said Power of Attorney has not been revoked.

And I further certify that said FEDERAL INSURANCE COMPANY is duly licensed to transact fidelity and surety business in each of the States of the United States of America, Puerto Rico, and each of the Provinces of the Dominion of Canada with the exception of Prince Edward Island; and is also duly licensed to become sole surety on bonds, undertakings, etc., permitted or required by the laws of the United States.

Given under my hand and seal of said Company at New York, N. Y., this 9th day of December, 1965

Arthur A. Kuhne
Assistant Secretary

RECEIVED
JUL 20 1966
FOR FILING

EA-184 (1)
6653

July 19, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 2
August 25, 1966 meeting

Gentlemen:

Tom Lillebo Construction Company, contractor on the Umpqua River Bridge Pier Protection Replacement on the Oregon Coast Highway in Douglas County, Contract 6653, has requested that the specified completion date of ~~November 30~~, 1965, be advanced to the actual completion date of February 3, 1966, (65 calendar days) without assessment of liquidated damages.

The contractor cites delays in obtaining materials needed for an extra work order and additional minus tide work involved in the extra work order as his reasons for failure to complete the work within the time specified.

Three separate incidents, which were beyond the contractor's control, occurred which delayed the work; these were: a 12-day delay in approving shop details for treated timber, a 5-day delay occasioned by the necessity to locate a floet displaced submarine power cable, and a 35-day delay in obtaining additional treated lumber ordered as a part of an extra work order. These three incidents account for 52 days of the 65-day overall delay.

Because the contractor was delayed partially by conditions beyond his control from completing the work, I recommend that he be granted a 52-calendar day extension of time without assessment of liquidated damages and that he be assessed liquidated damages for the remaining 13 days of the overrun. This amounts to an assessment of $975.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the August 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
L. R. Chandler

CAG:jf bg

RECEIVED
JUL 7 1966
FOR FILING

ER-184(1)

Form CD-121 (11-63) (FHWA, by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

6653

Edwards

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

DATE: June 29, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-184(1)
Umpqua River Bridge
Contract No. 6653
Extension of Completion Date

We have reconsidered our earlier decision to deny concurrence in your March 25, 1966 request for time extension on this project. As evidenced by your June 15, 1966 letter, the contractor's work schedule was interrupted due to the introduction of Price Agreement No. 1 and delay in obtaining materials resulted. In addition, the double shifting by the contractor from November 8, 1965 to December 22, 1965 indicates a diligent attempt to complete the job on time.

In view of the foregoing we hereby concur in your request for extension of project completion date from November 30, 1965 to February 3, 1966, with assessment of 13 days liquidated damages from January 21, 1966 to February 3, 1966.

NOTED
F. B. KLABOE

REFERRED TO
By Asst. State Hwy. Engr.
7-6-66

RECEIVED
JUL 1 1966
OFFICE
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Copy to Morrison Klaboe Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 16 1966
FOR FILING

ER-184(1)

6653

June 15, 1966

4615

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35-DE
Umpqua River Bridge
Pier Protection
Contract No. 6653
FAP No. ER-184(1)

Dear Sir:

I have your memo of April 20, 1966 concerning our request for your concurrence in a proposed extension of contract time. Apparently our letters of March 25, 1966 and April 11, 1966 did not stress the impact of two of the items (the shutdown to locate the submarine power cables and the delays to the contractor's operations caused by the change in plan from timber to steel piling for certain locations) on the overall progress of the contractor's work.

The locations of the submarine cables in question (a general service cable and the service cable to the bridge serving span machinery) were known prior to the 1964 flood. Indications were that the flood had dislodged the cables from their known locations. The Department could not, in the interest of safety to the bridge structure or the general service cable, permit the contractor to risk damaging the cables by pile-driving operations. The contractor is entitled to an extension covering the 5-day direct delay to his work which was the result of locating the cable.

The overall impact to the contractor's completion in performing the extra work involved in the changes ordered by Price Agreement No. 1 is intangible. Additional time was required to procure the steel piling,

the treated timber and fastenings for the same, and additional time was involved in installing the treated timber on the piling, principally due to the fact that it increased the work below zero tide level. The treated lumber was ordered October 13 and was shipped to the job site on November 18, an elapsed time of 33 days which is considered reasonable time to treat and deliver material.

The plan change and the extra work added interrupted the contractor's planned schedule for the work. All of the work involved in Price Agreement No. 1 was in the Federal-aid unit of the work. The Resident Engineer's report for the week ending November 19, 1965 indicates the work on the draw rest at Pier 4 (Unit II) to be 90 percent complete with some sheathing bolting remaining to be done. The report for the week ending November 26 states that the contractor's crew was working during low tides on Unit II about every other week when tides permitted. Job diaries show that the contractor double-shifted the job during the period November 8 to December 22, 1965 in an attempt to complete the work within the time specified.

It is felt that the delays occasioned by the time spent in locating the cables and procuring the material for the change in plan are just causes for granting the contractor an extension of time without assessment of liquidated damages.

We inadvertently did not write a stop work order on the cables' location time and it was not practical to write a stop work order on the extra work items.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe
Ivan Merchant
L. H. Young (enc.)

CAC:jf jwa

6653

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Tom Edwards

DATE: April 20, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: J. H. Girvin
Acting District Engineer

SUBJECT: Oregon Project ER-184(1)
Umpqua River Bridge
Pier Protection
Request for Extension of Completion Date.

Your letter of April 11, 1966 furnishes some additional information per our request on the proposed extension of a completion date for the above mentioned project. We cannot, however, concur in the recommendation for this extension without a more detailed description of the incidents causing the delays.

We have, as you are aware, granted an extension of a completion date on a number of projects when a shut down order was presented to the contractor. These orders were prepared when it became impossible to proceed with construction because of weather conditions or from some similar reason. It does not appear that a shut down was issued on this job and the contractor was able to perform work even though he was delayed on some items.

We, therefore, deny concurrence for this request; however, if you have additional information not already furnished we will reconsider this decision.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 25 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 11 1966
FOR FILING

ER-184(1)

6653

April 11, 1966

4555

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Umpqua River Bridge
Pier Protection
Contract No. 6653
FAP ER-184(1)
Request for Extension
of Completion Date
08-33-DB

Dear Sir:

I have your memo of April 4 requesting additional information on our letter of March 25, 1966. The following supplements the above letter.

Shop details for the treated timber were received in this office on August 11 and were checked and returned and to the fabricator August 23, an elapse of 13 days. One day's time should have been sufficient to check and return these details. We are allowing the contractor 12 days delay because it is not possible to start fabrication on treated timber until the fabricator does have approved shop details.

The job was shut down on October 7 to allow a PUD time to locate their submarine cable which was located on October 11. This constitutes a delay of five days to the contractor's pile driving operations. The five day delay was allowed.

The necessity for some additional treated timber arose on October 13 and the contractor was instructed to

order the timber on that date. The timber was shipped to the job on November 18. The full time required (35 days) is considered delay to the contractor's operations because it forced the latter part of the work into night-time operations to obtain favorable tides.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant

CAG:jf jwa

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

EDWARDS

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

DATE: April 4, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon FAP ER-184(1)
Umpqua River Bridge
Pier Protection
Request for Extending the Specified Completion Date

In order to properly evaluate the request to advance the specified completion date of November 30, 1965 to February 3, 1966 on the above-mentioned project submitted in your letter of March 25, 1966, we request you furnish additional information covering the justification of granting an extension of 52 days.

Our review and comments will be withheld pending receipt of this information.

Merchant
RD

RECEIVED
BRIDGE DIVISION
AM APR 4 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
APR 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ER-184(1)

6652

March 25, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Umpqua River Bridge
Pier Protection
Contract 6652
FAP ER-184(1)

Dear Sir:

The contractor has requested that the specified completion date of November 30, 1965 be advanced to February 3, 1966, the actual completion date, without assessment of liquidated damages. The contractor cites delays in obtaining materials needed for an extra work order and the additional minus tide work involved in the extra work order as his reasons for failure to complete the work within the time specified.

Three separate incidents occurred in the early part of the contract work to delay the contractor's completion of the work. These incidents are:

1. A 12-day delay occasioned by State's failure to check and return shop details within a reasonable time.

2. A 5-day delay occasioned by a request from a local P.U.D. that they be permitted to definitely locate a submarine cable in the project work area that had been shifted by previous storms (the State agreed to this).

3. A 35-day delay in obtaining treated timber involved in this extra work order.

The above totals 52 calendar days.

It is impossible to determine the overall delays to the contractor's operations caused by the foregoing items. Job work records indicate that the contractor was working during these delay periods, but on a reduced production basis and further, that the delays forced the contractor into night operations under lights to obtain favorable tides to perform work in zero tides and minus tide ranges.

These are considered to be extenuating circumstances beyond the contractor's control and I propose, with your concurrence, to recommend to the Highway Commission that the contractor be granted a 32-calendar day extension, which advances the completion date to January 21, 1966 without assessment of liquidated damages, and that he be assessed liquidated damages for the remaining 13 days' time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant

CAG:mb jwa

RECEIVED
MAR 15 1966
FOR FILING
ER-184 (1)
6653

March 15, 1966

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

Contract No. 6653 awarded to Tom Lillebo Construction Company for pier protection replacement on the Umpqua River Bridge on the Oregon Coast Highway in Douglas County was completed on February 3, 1966, and accepted by the Highway Commission on March 14, 1966.

Final payment in the amount of $4,706.38 will be released to the contractor after March 22, 1966. The total contract amount is $98,129.83 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Tom Lillebo Construction Company
Box 45
Reedsport, Oregon

Ward Cook-Rodgers Insurance Co.
534 S. W. 3rd Avenue
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
MAR 15 1966
FOR

ER-184 (1)

6653

March 14, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed February 3, 1966, on Contract No. 6653. The contract was with Tom Lilleko Construction Co. and was for pier protection replacement on the Umpqua River Bridge Section of the Oregon Coast Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 14, 1966, and that you concur in this procedure at the Commission meeting on April 21.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
Ivan Merchant
C. H. Maison
L. R. Chandler

bg

RECEIVED
MAR 1 - 1966
FORM B-123X 50M 7-65
FOR FILING
STATE COPY
REGION 5 ONLY COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-184(1)
6653

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 9, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on Feb. 3, 1966 on Contract No. 6653, Umpqua River Bridge Section in Douglas County, in connection with Federal-Aid Project No. ER-184(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: 2-25-66

Conditions noted on above date:

Project inspected 2-23-66 and is considered to be satisfactorily completed.

PVR:

RECEIVED
MAR 2 1966
STATE HIGHWAY ENGR.

By: M. E. Martin

A. W. Parsons
Division Engineer

M. E. Martin
District Engineer

Rec'd L. Young 3-11-66

RECEIVED
JAN 20 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 665 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 14, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-184(1)
Umpqua River - Coos County Line Section
Oregon Coast Highway
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's November 5, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 9.58 (intermittent) miles of roadway and bridges at a total estimated negotiated contract amount of $67,552.00 and State force account work amount of $9,748.00. Estimated emergency fund participation is to be at the regular pro-rata share or $49,047.00.

A finding regarding non-incidental permanent repairs on the project by negotiated contract was previously transmitted on October 7, 1965. We concurred in the contract award for Umpqua River Bridge Section on July 22, 1965.

REFERRED TO
By Asst. State Hwy. Engr.
w/ encls.
1-20-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE OF

Federal-Aid
Project No. [illegible]

Oregon State Highway Department

[illegible]

[illegible] HIGHWAY IN [illegible] COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices, estimated costs of temporary and permanent repairs by State forces and negotiated equipment rentals.)

[illegible], Oregon, November 8, 1965

[illegible]
[illegible] Br. Pier Protection Replacement (Sta. [illegible]) (Contr et [illegible])

Furnish Treated Timber Piling	7,440 lin.ft.	$ 1.70	$12,648.00
Furnish 14 lb 73 Steel Piling	1,300 lin.ft.	8.25	10,725.00
Drive Timber Piles	144 only	37.00	4,928.00
Drive Steel Piles	20 only	50.00	1,000.00
Splice Steel Piles	5 only	50.00	250.00
Treated Timber in Place	32 M-Bd.Ft.	347.00	11,104.00
			41,115.00
Remove Pier 2	All Req. (50%)		400.00
			41,515.00
	Subtotal		41,515.00
	Engr. & Cont.		4,000.00
	Total		45,515.00

Trail [illegible]
[illegible] Temporary and Permanent (Sta. 41.0 - Sta. 420.0)

Rip Rap	13,[illegible] cu.yd.	$ 2.15	30,[illegible].20
Common Dirt	1,[illegible] cu.yd.	0.[illegible]	12,034.40
Negotiated Equipment, Labor and Materials	All Req.		2,393.00
State Forces Equipment, Labor and Materials	All Req.		[illegible].43
			75,004.03

[illegible] [illegible] Forces (Cont'd)

Pier No. 2	430 cu.yd.	$ 8.00	$ 3,[illegible].00
	Subtotal		78,[illegible]4.03
	Engr. & Cont.		[illegible].97
	Total		80,[illegible].00

Length of Roadway - - - 0.90 Miles (Intermittent)

[illegible] OF FUNDS

Item	Total Cost	Fed. Funds	St. to Funds
[illegible] Pier Protection Replacement [illegible]	[illegible]	[illegible]	[illegible]

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 329, Laws 1933.
State Funds for Maint.: Chap. 329, Laws 1933.

Prefixes: 10-1009
10-4433
10-4933
10-4733

State force equipment, labor and materials do not agree with the Phase 1 Report. We used costs from the books to determine this amount which we feel is more accurate than the Phase 1 Report. The B.M.S. charges are not included in this amount.

[illegible] RIVER INLET

[illegible] WORK

Remove Existing Pier Protection	All Req.		$ 2,800.00
Furnish Treated Timber Piling	7,980 lin.ft.	$ 1.70	13,566.00
Furnish 14 BP 73 Steel Piling	2,340 lin.ft.	8.25	19,305.00
Drive Timber Piles	133 only	37.00	4,921.00
Drive Steel Piles	36 only	90.00	3,240.00
Splice Steel Piles	9 only	50.00	450.00
Treated Timber in Place	42 M-FBM	347.00	14,574.00
	Subtotal		$58,856.00
Remove Riprap	All Req. (50%)		250.00
	Total		$59,106.00

RECEIVED
JUN 28 1965

Form CO-12 (11-63) Prep. by A.O.

UNITED STATES GOVERNMENT

Memorandum

NOTED
R. L PORTER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Maint
Drainage
Spec

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 28, 1965

In reply refer to:
08-35.3-EC/710.16

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec
Engineering Coordinator

SUBJECT: Oregon Emergency Program - Flood of December 1964 & January 1965

Our Washington office has reviewed and approved the below listed projects on the subject program, effective as noted, and with the below shown exceptions:

Item	Project	Location	Approved
66	ER-115(2)	W. Fork Hood River Bridge	6/23/65
116	ER-99(2)	Jefferson-S. Jefferson Jct.	"
133	ER-181(1)	Hillsboro-Gaston	Disapproved
136	ER-128(2)	US 26 - NW Jefferson Co. Line	Disapproved
137	ER-157(2)	La Grande-N. City Limits	Disapproved
140	ER-184(1)	Umpqua Riv.-Coos Co. Line	6/23/65
143	ER-149(2)	Interstate Rr.-S. 11 miles	"
144	ER-185(1)	FAS-C Routes Wheeler Co.	"
146	ER-134(3)	FAS-C Routes-Deschutes County	Disapproved
149	ER-186(1)	Juniper Canyon-Prineville	6/23/65
156	ER-150(2)	FAS-C Routes-Malheur	"
157	ER-192(1)	FAS-S Routes-Umatilla	"
158	ER-118(2)	City Streets, FAS Rtes, Roseburg	"
165	ER-189(2)	Timberline Lodge Sec.	Disapproved
205	ER-219(1)	Jct. FAS 378	6/23/65

Item 66, ER-115(2): Please note that the wording "preliminary engineering" has been deleted from the description of proposed work on this project.

Item 143, ER-149(2) has limited approval--work is eligible only at mile points X6.58, X0.07 and 0.28, the remainder of this route is ineligible.

Item 156, ER-150(2), you should establish your responsibility for maintenance rather than that of the Corps of Engineers on the Malheur River Channel, prior to our approval of the work.

NOTED
F. B. NELSON

Item 157, ER-192(1) was field reviewed and all determined as eligible except FAS 454 which appears as heavy maintenance.

Item 158, ER-118(2) limits the approval on FAS 241 to only that area between MP 1.8 to 1.9. FAS 253 is all eligible.

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Orig to Young 7-1-65, copy to Malone

These projects shall be governed by PPM 23-1.

Our field review of these projects is nearly complete and the additional determinations of eligibility of the remaining work will be made prior to our PS & E approval in accordance with paragraph 10e of PPM 23-1.

Although these projects were originally programed at the token 5% financing the recent Congressional action has allowed increasing all these projects to the full prorata Federal financing.

You are authorized to proceed with the portions of work on these projects that were not previously authorized under our temporary operations authorization, with the understanding that construction plans will be furnished this office for approval prior to advertising or accomplishing the work otherwise.

The increase to full Federal prorata on the approved Items and the work authorized status is reflected as follows:

Item	Project	Total Est. Cost	Estimated Federal Funds Authorized		
			Temp. Oper.	Auth.this date	Total
66	ER-115(2)	$ 6,500	$ 1,733	2,391	4,124
116	ER-99(2)	42,000	8,391	18,258	26,649
140	ER-184(1)	206,000	47,651	83,056	130,707
143	ER-149(2)	4,850	3,077	0	3,077
144	ER-185(1)	25,800	10,000	6,370	16,370
149	ER-186(1)	2,600	1,650	0	1,650
156	ER-150(2)	10,100	3,390	3,018	6,408
157	ER-192(1)	166,000	13,325	92,002	105,327
158	ER-118(2)	4,000	1,269	1,269	2,538
205	ER-219(1)	16,000	5,488	4,664	10,152
	Totals	$483,850	$ 95,974	$211,028	$307,002

Umpqua N.F. (Hwy. 99)
Lane, US 101
ER-184(1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 2

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65			ADT	PRESENT	FUTURE (66)(70)	YEAR (71)
	1	US 101 Umpqua R. to Coos Co. Line				3,500	7,000	80
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62		NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH (74)
	Restore Rdwy. & Bit. Surf., & Strs.							64-1	
CARD 4	CLASS OF FEDERAL FUNDS							COUNTY NAME	
	Emergency Relief								
	NAME OF URBAN AREA 17-31							ROUTE NO.	FEDERAL-AID
									2

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (7
5					PE		US 101 Umpqua River to Coos Co. Line (MP 211.00 to MP 220.58)			
5					ROW					
5					CONST (CODE)				140,000	7,000
								9.58*	140,000	7,000**

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23)(24)

Damage to highway caused by severe rainsto
1965.

*Intermittent sections.

**5% Basis - Tc be increased to maximum pro

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		3,500 (66)	7,000 (70)	80 (71) (72)	08	Oregon	35 (2) (3)	090 (4) (9)	140 (14) (18)

I. Projects Only

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) (14)	NUMBER (23)	SEQ. NO. (7) (13)	POST MI. (24) (26)	DESIG. 27
			64-1		ER-	184(1)			

ef	COUNTY NAME	CODE (14) (16)	PROGRAM STAGE
	Douglas	019	[ ] 1 OR [X] 2

	ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S. (41)
		2	9	101

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Temp. work, perm. restoration & constr roadway emb.,major & minor str. repair, slide correction, drift clearance, riprap, rock base & asphalt concrete. (Work by State forces and contract methods - negotiated or regular) ROW-80' Normal; Access Control-Partial; Parking Restrictions-None.
	140,000	7,000	133,000		
9.58* (16)	140,000 (23)	7,000** (24)	133,000 (33)		

REMARKS

Damage to highway caused by severe rainstorms and resulting floods of Dec. 22, 1964 and Jan. 28, 1965.

*Intermittent sections.

**5% Basis - To be increased to maximum pro rata when additional funds become available.

USCOMM DUSCOMM-DC 48905-P61

UMPQUA RIVER-COOS CO. LINE SECTION
PROJECT NO. ER-184(1)

Existing Facilities

Roadway: The existing highway is asphaltic concrete and consists of 0.7 mile of 4-11' lanes with curbs and variable median and 5 miles of 2-11' lanes with 10' shoulders.

Structures: Two steel bridges over the Umpqua River and Schofield Cr., length 2,500'.

Project Data

Due to the extremely severe rainstorms of Dec. 22, 1964 and Jan. 28, 1965, creeks and rivers in the area developed abnormal flood conditions which caused serious damage to the highway at intermittent points. This consisted of plugging and damage to minor and major structures and ditches, roadway, shoulders and riprap. Scouring occurred at some of the structure piers requiring riprap replacement and correction to prevent subsequent damage. Also due to the highly saturated condition of the roadway and the adjacent natural ground, slides developed requiring removal and correction to prevent future occurrence.

The proposed project is the necessary emergency work to restore traffic and the permanent restoration or reconstruction of the damaged facilities. Approximate major quantities or cost items generating the estimated total cost of the project are as follows:

Roadway and slide correction	100,000 Cu.Yds.
Riprap	400 Cu.Yds.
Drift and debris removal and drainage repairs	$2,000.00
Rock base and AC pavement	$5,000.00

RECEIVED
NOV 1 4 1965
FOR FILING
ER-184 (.)
6653

October 29, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: BPR Inspection-in-Depth Report
Equipment Rental and Emergency
Relief Projects

Attention: Mr. Ted Doe

Dear Sir:

Your Memorandum of October 7 regarding findings from inspection-in-depth on equipment rental procedures notes two recommendations on Page 4.

Recommendation (1) regards the itemizing of equipment on a permanent record. You suggest that the contractor be required to give a list of his equipment on the project and that this list include a number of suitable identification and rating of the equipment.

You no doubt have in mind the necessity of identification of equipment used on the project to ascertain whether it meets the required specifications, and documentation regarding this equipment for a permanent record.

We are in agreement that an inspection of the equipment and necessary information concerning it as to identification along with proper documental records is necessary and steps will be taken to see that this is followed on equipment rental projects.

There have been no cases observed where equipment substandard to the specifications has been used. It may be that the documentation in some cases needs some improvement as far as identification is concerned.

Recommendation (2). You recommend that dates when equipment is delivered to and when it leaves the project be recorded also on a permanent record.

Unless some vital point has been missed in our review of this recommendation, it is the belief that this documentation would serve no vital purpose. It would involve considerable time and paper work to obtain the information and record it in a complete manner and its value as supporting data is questionable. Exact data for pay quantities on the identified equipment is the primary interest and, if this is well documented, there is no special reason seen why arrival and departure times are of any great concern.

We are pleased to find that your inspection of the projects reveals for the most part that our field people have done an excellent job in the keeping of their records and we believe the identification problem can readily be corrected.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Tom Edwards
Mr. F. D. Morgan
Mr. E. S. Hunter
Mr. C. H. Maisen
Mr. L. H. Young

JHW:fp srb

Form CO-12f (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 12, 1965

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

REFERRED TO
Morgan
BY DEPUTY STATE HIGHWAY ENGINEER
See me please

to Young

SUBJECT: Inspection-in-Depth
Equipment Rental Procedures
Emergency Relief Projects

Reference is made to our memorandum of October 7, 1965 transmitting a copy of the subject report to your office.

In our memorandum we overlooked advising you that on Project ERFO-101(2) the daily records revealed that work was performed prior to Public Roads approval on Price Agreements No. 1, 3 and 5 as follows:

P.A. 1 - ½ ton pickup	Approved 4/1/65 - Work performed 3/29 to 3/31	24 hrs.
P.A. 3 - Wind machine	Approved 4/15/65- Work performed 3/31 to 4/14	132 hrs.
P.A. 5 - Air compressor	Approved 4/14/65- Work performed 4/7 to 4/13	38 hrs.

Summary:

P.A. 1 - 24 hours @	$1.50	= $ 36.00
P.A. 3 -132 hours @	1.00	= 132.00
P.A. 5 - 38 hours @	5.30	= 201.40
Total Amount		$369.40

This amount should be transferred to non-participating.

Please advise when this has been done and we would also appreciate your comments on the recommendations contained in the inspection-in-depth report.

Morgan - please R/O comments 2 wks 7 & K 10-20-65

Orig to Record
Copy to Young
10-13-65

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
OCT 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 20 1965
CONSTRUCTION
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 7, 1965

In reply refer to: 08-35.DA

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Inspection-in-Depth
Equipment Rental Procedures
Emergency Relief Projects

Attached herewith is a copy of the subject report.

Please note the recommendations on page 4 and take action if you deem appropriate.

Attachment

RECEIVED
OCT 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

-65-EID-3

FORM PR-33D (5-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check Appropriate One) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	PROJECT NUMBER
3	[illegible]	See below

DATE OF INSPECTION July 21, 22, 23, 26

PHASE(S) INSPECTED [illegible]

INSPECTION MADE BY [illegible], et al

IN COMPANY WITH [illegible]

REPORT PREPARED BY

E. A. Nichols, Assistant Area Engineer

PROJECT INCLUDES

☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☐ MAJOR STRUCTURES ☒ OTHER (Specify) Slide damage repair.

CONTRACTOR (Name and address)

See below.

CONTRACT AMOUNT

$ See below.

PROJECT STATUS (Percent complete)

See below.

LOCATION

See below.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (Including needed follow-up action); (3) DETAILED REPORT OF INSPECTION.

[illegible]

Inspection time - [illegible]
Travel time - [illegible]
Write-up - 6 hours

Purpose of Inspection - The inspection was made to check the State's equipment rental procedures on Emergency Relief Projects.

Projects Inspected - This inspection covered projects in every Division of the State Highway Department except Division 5. There were 20 equipment projects in progress in that division. The following projects were inspected:

Project No.	Project Name	Contract No.	Contract Amt.	Contractor
ERWO 101(2)	Oakridge-Salt Cr. Tunnel Sec., Willamette Hwy.	6593	$1,441,701.00	Ingard Constr. Co., Portland, Ore.
ERWO 103(1)	Siuslaw Co.-North Siuslaw Riv. Sec., Siuslaw Hwy.	6597	1,434,110.00	White Bros. Constr. Co. & Chas-Hamilton, Inc., Walla Walla, Wash.
ER 105(1)	Pilton Canyon Sec., Pilton Canyon-Wasco Hwy.	6572	150,710.00	Rajeski Constr. Co., Portland, Ore.

(more)

USCOMM-DC 9221-P64

Projects Terminated (cont.)

Project No.	Project Work	Contract Date	Contract Price	Contractor
FR-111(1), BLM 111(2) & FR 137(1)	Hacks Cr.-John Day Hwy Jct. Sec., Canyon Hwy. and Prineville-Lookout Hwy. Jct., Prineville Hwy.	6512	$ 78,022.10	Roy Houghlet Sweet Home, Ore.
FR-121(1)	Smith Bridge-Willow Cr. Sec. of Ukiah-Buckhorn Hwy.	6605	$11,337.00	C. H. O'Neil Creswell, Ore.
FR-153(1)	Summer Lake-Valley Falls Sec., Fremont Hwy.	6606	$2,337.20	Bid Stamp
FR-154(1)	Warner Summit-Crooked Riverside Sec., Warner Hwy.	6611	$2,435.00	Washington Constr. Co., Sheridan, Ore.
BR-108(1)	Pioneer Mountain Sec. Corvallis-Lebanon Hwy.	6519	$18,095.75	C. H. O'Neil Creswell, Ore.
BRO-106(2)	Dolalis Cr.-Yellow-jacket Cr. Sec., Mt. Hood Loop Hwy.	6517	499,501.90	Rogers Constr. Co. Portland, Ore.

The project status for the various projects was as follows:

Project No.	Percent time charged	Percent Complete
BRO-101(2)	80	40
BRO-109(1)	65	80
BR-106(1)	120	99+
FR-111(1)-BRO-111(2) & FR-137(1)	85	87
FR-121(1)	38	15
FR-153(1)	95	99
FR-154(2)	75	80
BR-108(1)	90	92
BRO-103(2)	85	5

Inspection Work:
R. A. Nichols acted as the work leader and was present on the inspection of all the projects. The other personnel on the inspection parties were as follows:

BRO-101(2) - Clyde Pike, Assistant
Mike Anderson, Assistant Engineer, CAA

(over)

Kaiparowits Project (cont.)

ER-108(1) - Clyde Pike, Auditor, BIA
J. L. Lemmon, Area Engineer, BIA
Ed C. Hall, Assistant Engineer, OSMD

ER-109(1) - Clyde Pike, Auditor, BIA
Richard C. Smithie, Assistant Engineer, OSMD

ER-111(1), ERNO-111(a), ER-137(1) -
Clyde Pike, Auditor, BIA
J. L. Lemmon, Area Engineer, BIA
Robert H. Clark, Assistant Engineer, OSMD

ER-121(1) - Cecil Lassett, Auditor, BIA
M. E. Martin, District Engineer, BIA
Paul Kelly, Area Engineer, BIA
John R. Ragsdale, Jr., Assistant Engineer, OSMD

ER-153(1) - Clyde Pike, Auditor, BIA
C. V. Christiansen, Asst. Area Engineer, BIA
Jim Putman, Division Engineer, OSMD
R. J. Dean, Assistant Engineer, OSMD

ER-154(1) - Same as ER-153(1).

ER-160(1, - Cecil Lassett, Auditor, BIA
M. E. Martin, District Engineer, BIA
Glenn Roesner, Area Engineer, BIA
Ray Asbury, Division Engineer, OSMD
W. E. Purvis, Assistant Engineer, OSMD

ERNO-190(2) - Clyde Pike, Auditor, BIA
Willis Crosby, Area Engineer, BIA
W. H. Bryant, Asst. Area Engineer, BIA
Richard S. Winkler, Assistant Engineer, OSMD

SUMMARY

(1) The General Daily Progress reports were quite complete except that specific pieces of equipment used during the day were not listed in detail.

(2) The pay quantities were kept current on reliable forms. These forms were signed daily by authorized representatives of both the contractor and State, documenting agreement as to the quantities shown. This practice should be commended in that it should eliminate substantially all possibilities of pay disputes.

(more)

Summary (Cont.)

(3) The documentation as to the [illegible] on the project met specification requirements was generally incomplete. However, it must be noted that all the equipment [illegible] by the writer equalled or exceeded specification requirements.

Recommendations

(1) The equipment used should be completely itemized on some type of permanent record. In order to facilitate this it is suggested that it be specified that the contractor be required to give a list of his equipment on the project. The list should [illegible] his number or some suitable identification [illegible] ment.

[illegible] to be brought to a [illegible] removed [illegible] ment record. [illegible] it [illegible] disposal list.

[illegible] mation

According to all the resident engineers there was no directive issued from the Central Office as to the number or type of records which should be kept. Consequently each resident devised his own method of keeping records on equipment, with the advice of the State's Division office in some cases.

Basic Documents

The initial record on all the projects under I-100(2) was the form "Contract Daily Progress Report" (sample #1). This report is completed by the field inspector. In general, the reports contained information as to the number of each type of equipment [illegible], the contractor's hours and a narrative. In addition to the uses in progress and narrative usually contains a partial description of the equipment used, and pertinent notations such as equipment shutdown time, etc. As mentioned above, this form was not used on project I-100(2), however the same data is kept in the inspector's diary.

It is the writer's opinion that the field inspectors have done an excellent job in maintaining a complete record of the activities on this form and in their diaries. Only in one instance was it noted that equipment had been paid for without mention of the equipment or the type of operations in which the equipment would be used in the Progress Report. There is one area in which it appears there could be improvement made in documentation. That is where several pieces of the same type of equipment, such as dump trucks or tractors, are used, the inspectors often just note "10 tractor and 6 dump trucks working". Since this report is a basic record it would eliminate [illegible] disputes if each piece of equipment were positively identified by contractor's number or other suitable form of identification.

(over)

The resident engineer on project [illegible], Mr. Hall, had his inspectors give this information in detail plus the name of the laborers and operators, on their reports. The inspector on [illegible] obtained this information but it was kept in pieces of paper that were lost and a part of the payments resulted. The inspector hired last returns during the inspection and the information will be the notebooks kept in the inspector's daily.

In addition to the Thrust Daily Progress Reports the inspector on [illegible] kept a diary, and the day clerks on [illegible] kept the daily itemized list on Form E [illegible], "Daily Progress Report" (Example 2).

Two other types of information which, if properly documented, might eliminate future disputes were not found in sufficient detail. One is in case a particular piece of equipment is moved to and from the project. The other is a cumulative, daily accounting of the equipment. Both types of information could be kept on one form. It was possible to determine when some of the equipment was moved to and from the project from information in the diaries, etc., however, it appeared that the information was far from complete on most of the projects. The resident on [illegible] had requested and received an equipment list from his contractor. It was not complete but it did give all the desired information on each piece of equipment.

In an attempt to eliminate future disputes about pay quantities, all the residents used a daily form type when the monthly basis pay items were summarized. Form [illegible], Daily Record of Force, Account Work (Example 3) was used on all projects except two. The other two projects had a large number of pay items so the residents devised their own forms. Examples 4 and 5 were used on projects [illegible] and [illegible], respectively.

In all cases the record for each day was signed not later than the following day by the authorized representative of the State and contractor. The signatures indicated complete agreement on the recorded information. The amount paid to the contractor is based on the information shown in this report.

Summary of Items

The items are summarized on the daily record sheets for projects [illegible] and [illegible]. An example 4 and 5. A calculation showing the monthly totals was kept on projects [illegible], [illegible], etc. and [illegible]. Some minor discrepancies in sheet totals were found. However, the calculations had not been checked and normally errors are small and corrected at that time.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

FORM F-474 (10-64)

GENERAL DAILY PROGRESS REPORT

DATE 7-7-65

SECTION: SMITH BR. - YELLOW CR.

HIGHWAY: ELKTON - SUTHERLIN

CONTRACTOR: C.R. O'NEIL

WEATHER: CLEAR

CONTRACT NUMBER: 6585

F. A. NUMBER: ER-121(1)

PROFILE: 110-100Y

EQUIPMENT

BULLDOZERS	1	BLADE	1
ROLLER		SHOVEL	
COMPRESSOR	2	CRUSHER	
DISTRIBUTOR		PAVER	
TYCROMMER	2		
WATER PUMP	1		
MOTOR GRADER		1	
TRACTOR & SCRAPER		3	
TRUCKS		1 - FLATBED	
MIXER			
WATER WAGON		1	
ENGLID END DUMP		2	

LABOR

OPERATORS: 17 LABOR: 2 SUPERVISION: 1 - SUPT.

EQUIPMENT: 1

TIME

	1 CLEARING	2 DRAINAGE	3 GRADING	4 TOPSOIL	5 FENCE	6 SPECIALTY	7 ROCK	8 PAVING	9 FLAG	10 UTILITIES
SHIFT START			7:00 A.M.						7:00 A.M.	
SHIFT END			4:30PM						4:30 P.M.	
SHIFT START										
SHIFT END										
SHIFT START										
SHIFT END										

KIND OF WORK, AMOUNT, STATION, EQUIPMENT, LABOR (CONTRACTOR, UTILITIES, AND R. R.)

D9 dozer loading three 631 scrapers at Sta. 512 - 521 Sft, and hauling to Sta. 540 Sft. CL dozer helping in fill with ripper and D8(#17) dozer leveling material on the fill. One scraper at Sta. 520. CL is pulling dozer maintaining haul roads. 80D shovel loading 3 Euclid end dumps at Sta. 547 Eft, and also hauling to Sta. 570 Sft. One D8(#32) dozer working on rock slide at Sta. 505 & working at Sta. 515 Eight. Two jackhammers working at Sta. 560 and on wages bill at Sta. 570. Three laborers installing enlarged guard rail posts.

COMMENTS AND INSTRUCTIONS TO CONTRACTOR:

INSPECTOR

Example # 2

Form 7-270—1000
State Printing

OREGON STATE HIGHWAY DEPARTMENT

Daily Progress Report

SURFACING AND OTHER ROCK CRUSHING JOBS

Section ..... Report No. .....

Highway ..... Date .....

County ..... Job Prefix ..... Contract No. .....

Contractor ..... Quarry or Pit .....

Kind and Grade of Material	Cubic Yards			Location of Today's Deposits
	Delivered	Stock Pile	Used	Station to Station
TOTALS				

Show separately the quantities of each kind and grade of material. Make a separate series of reports for each quarry or pit. Send original copy to Salem office and duplicate copy to Division Engineer.

....., Inspector

OREGON STATE HIGHWAY DEPARTMENT

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 57½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

FORM 23 (7-43) [illegible]

CONTRACT NUMBER | ORDER NO. | Sheet ____ of ____

PROJECT NAME | FORCE ACCOUNT NUMBER | DATE | SHIFT

COUNTY | SUBCONTRACTOR | PREFIX

EXTENSION

LABOR, MATERIALS & EQUIPMENT

NAME OF	CLASSIFICATION	RATE	HOURS	ITEM DESCRIPTION	QUANTITY	RATE	UNIT	WORK DONE

Explanation:

Contractor's Representative: _____ Inspector: _____

Date: _____

ROAD AND CULVERT FARM FLOOD DRAINAGE JOB CARDING

OREGON STATE HIGHWAY DEPT. DIST. ...

SECTION Oakridge - Salt Creek Tunnel

HIGHWAY Willamette

CONTRACTOR Rogers Construction, Inc.

CONTRACT NO. 6553

INDEX 20 - 1014

DATE

BID ITEM	TOTAL HOURS THIS DATE	TOTAL HOURS BROUGHT FORWARD	HOURS THIS DATE	TOTAL HOURS
2. Blade Grader				
3. Tractor (135 H. P.), Dozer				
4. Tractor (D-7 H. P.), Dozer and Winch				
5. Tractor (75 H. P.), Dozer				
6. Power Shovel, 2½ C. Y.				
7. Power Shovel, 1½ C. Y.				
8. Crane, Truck Mounted, Dragline				
9. Trucks, Dump, 6 C. Y.				
10. Trucks, Dump, 10 C. Y.				
11. Trucks, Dump, 20 C. Y.				
12. Trucks, Flatbed, 1½ Ton				
13. Trucks, Pickup, 3/4 Ton (Without Operator)				
14. Trucks, Sprinkler, 4,500 Gal., With Pump				
15. Loader, Wheel Type, 3/8 C. Y.				
16. Loader, Wheel Type, 1 C. Y.				
17. Loader, 4 Wheel Drive, 4 C. Y.				
18. Loader, Crawler, 2 C. Y.				
19. Roller, Vibratory, with Power				
20. Roller, Grid, with Power				
21. Tamper, Gasoline Engine, Hand Operated				
22. Pump, Portable, 3 - 4 inch				
23. Saw, Portable Chain, Minimum 36 inch Bar				
24. Wagon Drill, 3½ inch Rubber Tired With Compressor				
25. Explosives		lbs.		lbs.
26. Foreman				
27. Laborers				

Contractor's Rep. _____ Inspector _____

ACCOUNT NO. 5440 - 101(2) REPORT NO. _____

Exh 4A

OREGON STATE HIGHWAY DEPARTMENT — DAILY REPORT — EQUIPMENT RENTAL PROJECT

1 TOP ATTACHMENT ITEMS

SECTION Oakridge - Salt Creek Tunnel — CONTRACT NO. 6553

HIGHWAY Willamette — DEPT. 20 - 1014

CONTRACTOR [illegible] — DATE

PRICE AGREEMENT NO. & ITEM	NO. HOURS THIS DATE	TOTAL HOURS BROUGHT FORWARD	HOURS THIS DATE	TOTAL HOURS
P.A. #1 3/2 Ton Pickup				
P.A. #2 3,700 gal. Water Truck				
P.A. #3 Handmachines				
P.A. #4 Jackhammers				
P.A. #5 210 Air Compressors				
P.A. #6 Overtime Sprinkling				
P.A. #7 2 1/2 yd. shovel/Backhoe				
P.A. #9 SS-1 Asphalt				
P.A. #10 Loader 4 Wheel Dr.				
P.A. #11 Tractor with Ripper				
P.A. #12 4 yd. Shovel				

Contractor's Rep. _____ Inspector _____

PROJECT NO. ERFO - 1CL (2) — REPORT NO. _____

OREGON STATE HIGHWAY DEPARTMENT

ER-121(1)

PROJECT: Smith Bridge-Yellow Jr. Sect.
HIGHWAY: Elkton-Sutherlin
CONTRACTOR: O.R. O'NEIL

PREFIX: 110-1007
CONTRACT: 6585

DAILY RECORD OF WORK PERFORMED
MONTH JULY YEAR 1966

DATE	6	7	8	9	10	11	WEEKLY TOTALS	TOTALS TO DATE
ITEM	MON.	TUE.	WED.	THUR.	FRI.	SAT.		
Moving costs								
Blade grader	H	9	9	9	9	-	36	134
Tractor with dozer	H	27	27	19	21½	16	111½	609
Tractor with dozer, pull, winch	H	3½	7½	5	9	-	30	138½
Scraper	H	24	27	27	27	-	105	365½
Power shovel	H	8	9	9	9	-	35½	163½
Loader, front end								
Backhoe								
Grid roller with tractor								
Trucks, dump	H	-	2	9	9	-	20	56
Trucks, flatbed	H	9	9	9	9	-	36	81
Wagon drill	H	2½	5	9	2	-	22½	117½
Jackhammer	H	-	10	3	7	-	20	40
Air compressor, 105 cfm	H	-	10	3	7	-	20	374
Air compressor, 600 cfm	H	12	5	3	2	-	22½	117½
Chain saw		-	-	-	-	-	0	113
Laborers	H	68½	71	76	71	24	310½	1593
Powderman	H	9	9	9	9	-	36	123
EUCLID END DUMP	H	25½	27	27	27	-	104½	413½

MONTH July YEAR 1962

ITEM	6 Mon.	7 Tue.	8 Wed.	9 Thur.	10 Fri.	11 Sat.	TOTAL HOURS	TOTAL DAYS
Moving costs								
Blade grader	H	9	9	9	9	-	36	134
Tractor with dozer	H	27	27	19	21½	10	111½	409
Tractor with dozer, pole, winch	H	3½	7½	5	9	-	30	138½
Scraper	H	24	27	27	27	-	105	365½
Power shovel	H	8½	9	9	9	-	35½	168½
Loader, front end								
Backhoe								
Grid roller with tractor								
Trucks, dump	H	-	2	9	9	-	20	56
Trucks, flatbed	H	9	9	9	9	-	36	81
Wagon drill	H	12½	5	3	2	-	22½	117½
Jackhammer	H	-	10	3	7	-	20	40
Air compressor, 105 cfm	H	-	10	3	7	-	20	57½
Air compressor, 600 cfm	H	12	5	3	2	-	22½	117½
Chain saw		-	-	-	-	-	0	113
Laborers	H	23½	71	16	71	24	210½	1593
Powderman	H	9	9	9	9	-	36	123
EUCLID END DUMP	H	25½	27	17	27	-	104½	413½

Supt. Lee Ward

Sheet Pile Co., Inc. Supt. Ed Gibbons

Sheet Pile Co., Inc. Supt. Ben Powell

Blue Print Co., Inc. Supt. Ben Powell

Sheet Pile Co., Inc. Supt. Ben Powell

Sheet Pile Co., Inc. Supt. Ben Powell

Sheet Pile Co., Inc. Supt. Ben Powell

Sheet Pile Co., Inc. Supt. Ben Powell

SHEET NO. 4

[illegible] Relief Projects [illegible]
Public roads [illegible] [illegible]
Total [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

On [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[

Acquisition of R.O.W.

The contractor shall secure all temporary construction easements and rights-of-way required for the proper execution of the project.

The cost of securing temporary construction easements and rights-of-way shall be included in the price bid for the various items of the project.

The contractor shall ensure that the daily record
are sent to the [illegible] with the final records
for the project.

The original of these forms shall be forwarded to P.W.D.
Field Office of this project shall be treated as
confidential both while the work is in progress and
after completion.

FORM CD-100 (7-20-00)

RECEIVED
SEP 28 1965
FOR FILING

Form CD-121 (11-63) (Prep. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 23, 1965

In reply refer to: 08-35.EC/409

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Equipment Rental Rates - County Owned Equipment
Emergency Projects

Our August 20 memorandum approved a partial list of rental rates for County-owned equipment used on emergency work. Mr. Cox's September 15 letter submitted a more complete listing for our review. This latest submission appears satisfactory and is approved under the same conditions as enumerated in our August 20 memorandum.

REFERRED TO
Young - Cox - Jones
BY ASST. STATE HWY. ENGR.
9-28-65

NOTED
F. B. KLABOE

RECEIVED
SEP 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 20 1965
FOR...

Form CD-121
(11-63)
(Prss. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 19, 1965

In reply refer to: 08-35.EC/409

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Equipment Rental Rates - County Owned Equipment
Emergency Projects

Mr. Hagemann's May 10, and Mr. Cox's August 9, 1965 letters requested our consideration of a method of establishing an equipment rental rates for county-owned equipment used for emergency work.

The partial listing, as submitted, appears satisfactory, and is approved for those counties that (1) do not have an adequate accounting system to establish their own rates or (2) for counties that recently purchased equipment for which no rate has been established. We feel that each county should use either this list or their own established rates but not a mixture of both systems.

A convenient system of adding additional equipment for the counties should be set up that will allow prompt service. Our approval for individual pieces of equipment will be necessary but could be obtained by phone with later documentation.

REFERRED TO
Coy Young
Asst. Hwy. Engr.
8-20-65

RECEIVED
AUG 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOV 2 - 1965

FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

ER-184(1)

KLABOE

TO 665 : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 27, 1965

In reply refer to: 08-35.DB-1

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-184(1)
Umpqua River Bridge Section
Oregon Coast Highway
Concurrence in Award

Confirmation is hereby granted of our tentative 9-24-65 concurrence in your award, which work was approved in our letter of October 7, 1965, of the contract on the subject project to the Umpqua River Navigation Co. of Reedsport, Oregon, in the amount of $3,000.00 with the Prefix No. 10-4733 assigned.

REFERRED TO

By Asst. State Hwy. Engr.
11-1-65

NOTED
EB Wagne

RECEIVED
OCT 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 12 1965

Form CD-121 (11-63) (Prel. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-184 (1)

6653

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 7, 1965

In reply refer to:

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-184(1)
Umpqua River Bridge Sec.
Oregon Coast Highway
State Force Order No. 2

Mr. Young's letter of September 30, 1965 furnished copies of subject State Force Order covering riprap placement around the Pier 5 foundation on the subject ER project. This letter ratifies in writing our June 25, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control or by negotiated contract for the reasons outlined in Mr. Young's letter and in the estimated amount of $3,200.00 with Federal participation of $1,920.

It is understood that this work will be performed by negotiated contract. Participation in costs will be determined on an actual cost basis.

A signed copy of the approved order is returned herewith.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

ltr to Young
copy to Merchant
10-11-65

RECEIVED
OCT 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—6M

OREGON STATE HIGHWAY DEPARTMENT

Division III

F. A. Route #2

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 25 1965 By W. E. Martin
Title Bridge Engineer
U.S. Bureau of Public Roads

Order No. 2

Project Name Umpqua River, Reedsport Br. #1822 Date March 14, 1965

Highway Oregon Coast #9, MP 211.11 Contract No. F. A. Project No. ER-184(1)

County Douglas Prefix 10-4733 Account No. 152-08

Description of Work To Be Done:

Place approximately 400 cu.yds. of riprap which was scoured by flood around Pier #5. Materials will be required to be hauled and placed from barge. Contractor to provide materials as per Standard Specification for Highway Construction, dated 1964, Section 415 - 2.1 - (5)

Location by Station Numbers:

Umpqua River Bridge #1822 (Reedsport) Pier #5

Estimate of Quantities and Costs:

400 cu.yds. at 8.00	$3,200
Total cost in place	$3,200

Explanation:

Riprap required to repair flood damage around scoured and undermined pier foundation. Pier #5.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including $ 3,200.00 for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ H. W. Hughlett Resident Engineer
State Bridge Superintendent

Approval Recommended: ..... Division Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approved: /s/ L. H. Young Deputy State Highway Engineer ~~Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
SEP 27 1965
FOR FILING

ER-184(1)
6653

September 24, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of September 24, 1965 is requested in the award of contract for the Umpqua River (Reedsport) Bridge, Project No. ER-184(1).

The contractor receiving the award is Umpqua River Navigation Co. of Reedsport in the amount of $3,000.00 with the Prefix No. 10-4733 assigned. This bid was received on September 20, 1965 and awarded September 27, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:mb

Form CO-21
(11-63)
(Prea. by
A.O. 206-1)

RECEIVED
AUG 3 - 1965
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

ER-184(1)

6653

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 29, 1965

In reply refer to: 08-35.2-EC

FROM : ...W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-184(1)
Umpqua River Bridge Section
Pier Protection Replacement

As requested in Mr. Young's letter of July 21, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of July 22, 1965 in the award of contract No. 6653 to Tom Lillebo Construction Co., of Reedsport, Oregon, low bidder in the amount of $99,971.00 at the July 20, 1965 bid opening.

REFERRED TO
By Asst. State Hwy. Engr.
8-3-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 26 1965

COMMISSIONERS
FOR [illegible]
MEDFORD
KENNETH H. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

EB-184(1)

6653 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
July 23, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Tom Lillebo Construction Company
P.O. Box 45
Reedsport, Oregon 97467

Gentlemen:

The State Highway Commission on July 22, 1965, awarded to you State Highway Contract No. 6653 for the following project:

Pier protection on the bridge over the Umpqua River in Reedsport, Douglas County

This award was based on your bid of $99,971.00 which was submitted to the Commission on July 20, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Frank Morgan
L.H. Young
R.G. Savage (SIAC)
I. D. Merchant

Form CD-128
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-184(1)

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

6653

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 28, 1965

In reply refer to: 08-35.2-DB

SUBJECT: Oregon Project ER-184(1)
Umpqua River Bridge
Pier Protection Replacement

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way is available for the project with no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's June 17 and June 23, 1965 reports.

Mr. Young's June 25, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Attachment

orig to w/ encl. REFERRED TO Young — Merchant copy to By Asst. State Hwy. Engr. 7-7-65

RECEIVED
JUL 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ER-96(2) Dist. 4-A Guardrail on Col. R., Hood R. & The Dalles-Calif. Hwys. 1965

#6654

STATE COPY

Monthly transaction number	FHWA R-2A (Rev. 10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	State
		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 9-2-70	County Gilliam & Sherman
Modification number 1		Project number ER-96(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 14, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 432,085	$ 432,085
Federal funds	$ 274,157.80	$ 274,157.80
Other revisions		

This modification is made for the following reasons: To revise special provision relating to responsibility of the Corps of Engineers. Stipulation of Settlement and Order of the U.S. Court of Claims, Case No. 208-67, provides Corps of Engineers will pay the sum of $565,103.05 to discharge obligations to Oregon State Highway Division relating to Contract No. DA-45-164-CIVENG-61-103.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 2nd day of September, 1970.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By P K Kabse

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By L. R. Backlund
(Division Engineer)
For: R. E. Simpson

ER-96(2)
6664

STATE COPY

FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.		STATE
8-66	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	Oregon
PROJECT REPORT NO.	8-14-67	COUNTY
10		Sherman and Gillian
		PROJECT NO. ER-96(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Deschutes River-Blalock Section, Columbia River Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING			
PRELIMINARY ENGINEERING			
RIGHTS-OF-WAY			
CONSTRUCTION	Initial Auth. Additional Auth.	12-22-64 6-25-65	29.6
OTHER (Specify)			

FUNDS Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 432,085.00	$ 274,157.80

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabon

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Admin. Manager
(Division Engineer)

Date executed by Division Engineer August 14, 1967

Oregon State Highway Department

Federal-Aid
Project No. ER-96(2)

DESCHUTES RIVER-BLALOCK SECTION OF THE

COLUMBIA RIVER HIGHWAY IN SHERMAN AND GILLIAM COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices, State forces and negotiated equipment rental.)

Salem, Oregon, May 10, 1967

Type Code X101
Guard Rail (MP 103.3)(Contract 6654)

Guard Rail	258 lin.ft.	$2.50	$ 645.00
			$ 645.00
Flagging	All Required		$ 59.75
PA 2 Guard Rail-Salvaged Guard Rail	309 lin.ft.	2.00	618.00
			$ 1,322.75
	Engr. & Cont.		110.92
	Subtotal		$ 1,433.67
Liquidated Damages			(39.60)
	Total		$ 1,394.07

Type Code 6201
Flood Repair, Temporary and Permanent (MP 98.4 - MP 128.0)

Temporary		
Negotiated Equipment, Labor and Materials	All Required	$308,962.59
State Force Equipment, Labor and Materials	All Required	83,230.45
		$392,193.04
Permanent		
SFO #2 (MP 98.46 - 128.27)	All Required	$ 6,997.93
SFO #3 (MP 110.4 - MP 111.35)	All Required	13,502.42
SFO #4	All Required	17,997.35
		$ 38,497.70
	Subtotal	$430,690.74
	Total	$432,084.81

Length of Project - - - 29.6 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Guard Rail #6654	$ 1,394.07	$ 884.53	$ 509.54
Temp. & Perm. Repairs	430,690.74	273,273.27	157,417.47
Totals	$432,084.81	$274,157.80	$157,927.01

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 14-1062 11-4418 28-4416
11-4518 28-4516
11-4718 28-4716

The phase 1 report was written before all the temporary work was done so therefore it doesn't contain all of the costs. The total amount of temporary repair was taken from our cost books and the State force orders are based on actual costs. D.M.S. office charges are not included in this estimate. One equipment rental agreement is not available for a John Deere loader rented at $6.00 per hour from Bellamy Tractor Co. and one for a 2,000 gal. water truck rented at $5.70 per hour from Interstate Paving Co.

Form Approved; Budget Bureau No. 41-R2089.1

STATE COPY

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-68		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
5 #6654	7-11-66	Hood River
		PROJECT NO. ER-1(6)(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Hood River Crossing (Tucker Bridge) of the Hood River Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	Initial Auth. 12-22-64 Add'l Auth. 6-25-65	1.0
OTHER (Specify)		

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 203,161	$ 128,905.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Clarke

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Bucklund
L. E. Backlund, Administrative Manager

Date executed by Division Engineer JUL 1 1966

Oregon State Highway Department

Federal-Aid
Project No. HR-146(1)

HOOD RIVER CROSSING (TUCKER BRIDGE) OF THE

HOOD RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices, estimated costs of temporary & permanent repair by State forces & negotiated equipment rental.)

Salem, Oregon, May 27, 1966

Type Code 1101
Guard Rail (MP 5.3) (Contract #6654)

Guard Rail	1,980 lin.ft.	$ 2.50	$ 4,950.00
			$ 4,950.00
Flagging (57½% of Contractor's Cost)	All Required		100.00
			$ 5,050.00
		Engr. & Cont.	505.00
		Subtotal	$ 5,555.00

Type Code 6201
Flood Repair (MP 5.0 to MP 6.0)

Temporary

Negotiated Equipment, Labor & Materials	All Required	$ 16,593.50
State Force Equipment, Labor & Materials	All Required	175,872.41
		$ 192,465.91

Permanent

Approved State Force Order #1	All Required	$ 5,140.09
	Subtotal	$ 197,606.00
	Total	$ 203,161.00

Length of Project - - - - - - 1.0 mile (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Guard Rail (Contract)	$ 5,555.00	$ 3,524.00	$ 2,031.00
Temp. & Perm. Repairs	197,606.00	125,381.00	72,225.00
	$ 203,161.00	$ 128,905.00	$ 74,256.00

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920;
Chapter 529, Laws 1939.

State Funds for Maint.: Chapter 529, Laws 1939.

Prefixes: 114-4463; 114-4563; 114-4763; 14-1062

The phase 1 report submitted from the field shows MP 5.0 to MP 7.4. These mile posts should read MP 5.0 to MP 6.0; there was a mix-up in the speedometer readings. State Force Order No. 1 is submitted for the amount of the original estimate. D.M.S. office charges are not included in this estimate.

RECEIVED
MAY 31 1966

E-80

Oregon State Highway Department

Federal-Aid
Project No. ER-146(1)

ER-96(2)

HOOD RIVER CROSSING (TUCKER BRIDGE) OF THE

HOOD RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices, estimated costs of temporary & permanent repair by State forces & negotiated equipment rental.)

Salem, Oregon, May 27, 1966

Type Code Y101
Guard Rail (MP 5.3) (Contract #6654)

Guard Rail	1,980 lin.ft.	$ 2.50	$ 4,950.00
			$ 4,950.00
Flagging (57½% of Contractor's Cost)	All Required		100.00
			$ 5,050.00
		Engr. & Cont.	505.00
		Subtotal	$ 5,555.00

Type Code 6201
Flood Repair (MP 5.0 to MP 6.0)

Temporary

Negotiated Equipment, Labor & Materials	All Required	$ 16,593.50
State Force Equipment, Labor & Materials	All Required	175,872.41
		$ 192,465.91

Permanent

Approved State Force Order #1 5-18-66	All Required	$ 5,140.09
	Subtotal	$ 197,606.00
	Total	$ 203,161.00

Length of Project - - - - - - - 1.0 mile (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Guard Rail (Contract)	$ 5,555.00	$ 3,524.00	$ 2,031.00
Temp. & Perm. Repairs	197,606.00	125,381.00	72,225.00
	$ 203,161.00	$ 128,905.00	$ 74,256.00

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920;
Chapter 529, Laws 1939.

State Funds for Maint.: Chapter 529, Laws 1939.

Prefixes: 114-4463; 114-4563; 114-4763; 14-1062

The phase 1 report submitted from the field shows MP 5.0 to MP 7.4. These mile posts should read MP 5.0 to MP 6.0; there was a mix-up in the speedometer readings. State Force Order No. 1 is submitted for the amount of the original estimate. D.M.S. office charges are not included in this estimate.

STATE COPY

Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 9-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
4-104	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 4		COUNTY Hood River & Wasco
		PROJECT NO. ER-96(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Vento-Deschutes River Section, Columbia River Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING			
PRELIMINARY ENGINEERING			
RIGHTS-OF-WAY			
CONSTRUCTION	Initial Auth. Addt'l Auth.	12-22-64 6-25-65	43.01
*OTHER *(Specify)*			

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 78,695	$ 49,931.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Shaw
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager
Date executed by Division Engineer APR 18 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 13255-P64

Oregon State Highway Department

Federal Aid
Project No. ER-96(3)

VIENTO-DESCHUTES RIVER SECTION OF THE

COLUMBIA RIVER HIGHWAY IN HOOD RIVER AND WASCO COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices, estimated costs of temporary and permanent repair by State forces and negotiated equipment rental.)

Salem, Oregon, March 31, 1966

Type Code Y101
Guard Rail (5 Intermittent Points, MP 59.3, MP 70.9, MP 71.6, MP 72.7 and MP 73.3)
(Contract No. 6654)

Guard Rail	550 lin.ft.	$2.50	$ 1,375.00
Guard Rail Blocks	30 lin.ft.	3.00	90.00
Guard Rail-Salvaged Guard Rail	170 lin.ft.	1.50	255.00
Salvaging Median Barrier	1,600 lin.ft.	1.00	1,600.00
Median Barrier-Salvaged Median Barrier	1,600 lin.ft.	2.00	3,200.00
			$ 6,520.00
Flagging (5 7½% of Contractor's Cost)	All Required		100.00
	Subtotal		$ 6,620.00
	Engr. & Cont.		662.00
	Total		$ 7,282.00

Type Code Y006
Flood Repair Temporary and Permanent (MP 54.45 to MP 87.0-MP 88.0 to MP 98.46)

Temporary		
Negotiated Equipment, Labor & Materials	All Required	$40,871.90
State Force Equipment, Labor & Materials	All Required	16,324.09
		$57,195.99
Permanent		
Approved State Force Order #1	All Required	$14,217.01
	Subtotal	$71,413.00
	Total	$78,695.00

Length of Project - - - - - - - - - 43.01 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Guard Rail, Contract #6654	$ 7,282.00	$ 4,620.00	$ 2,662.00
Temporary & Permanent Repair	71,413.00	45,311.00	26,102.00
	$78,695.00	$49,931.00	$28,764.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1931.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 14-1062, 14-4408, 14-4508, 14-4708, 14-4410, 14-4510, 14-4710, 14-4411, 14-4511, 14-4711, 33-4412, 33-4512, 33-4712, 33-4414, 33-4514, 33-4714, 28-4716

Negotiated equipment costs were taken from cost books in lieu of complete Phase I report. Costs for temporary work by State forces were also taken from the cost books with D.M.S. office charges not included. Estimated costs were used for the SFO on this estimate. A equipment rental form E-376 was not submitted by R & H Construction Co. for a machine trailer which was rented for one hour at A.G.C. rates.

Oregon State Highway Department

Federal-Aid
Project No. ER-96(3)

VIENTO-DESCHUTES RIVER SECTION OF THE

COLUMBIA RIVER HIGHWAY IN HOOD RIVER AND WASCO COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 23, 1965

Type Code Y101
Guard Rail (5 Intermittent Points, M.P. 5913, M.P. 70.9, M.P. 71.8, M.P. 72.7 and M.P. 73.3)

Guard Rail	550 lin.ft.	3.00	$ 1,650.00
Guard Rail Blocks	30 lin.ft.	2.00	60.00
Guard Rail - Salvaged Guard Rail	170 lin.ft.	1.50	255.00
Salvaging Median Barrier	1,600 lin.ft.	1.25	2,000.00
Median Barrier - Salvaged Median Barrier	1,600 lin.ft.	1.50	2,400.00
			$ 6,365.00
Flagging (57½ of Contractor's Cost)			100.00
		Subtotal	6,465.00
		10% Engr. & Cont.	646.00
		Total	7,111.00

Federal Funds - - -

STATE COPY

Monthly transaction number	FORM PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
3-143		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County: Wasco and Jefferson
8 6654	3/24/66	Project number: ER-144(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 20, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 205,867.00

Revised Federal funds $ 130,621.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of March, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J B Klaboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Manager

USCOMM-DC 5120-P65

Oregon State Highway Department

Federal-Aid
Project No. ER-144(1)

THE DALLES-DESCHUTES COUNTY LINE SECTION OF THE

DALLES-CALIFORNIA HIGHWAY IN WASCO AND JEFFERSON COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on low bid prices, approved State Force orders and estimated temporary repairs by negotiated equipment rental and State Forces.)

Salem, Oregon, March 8, 1966

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code 0010
Roadway (Tygh Valley & Willowdale Sections) (MP 28.20 to MP 35.25 & MP 74.83 to MP 76.26) (Contract No. 6674.)

Moving Cost	All Required		$12,000.00
Motor Grader	200 hours	$ 20.00	4,000.00
Tractor, Crawler	225 hours	25.00	5,625.00
Truck, Dump, 10 C.Y.	1200 hours	15.00	18,000.00
Truck, Pickup, 3/4 Ton, Without Operator	330 hours	2.50	825.00
Truck, Sprinkler	115 hours	20.00	2,300.00
Loader, Crawler Type, 2 C.Y.	55 hours	20.00	1,100.00
Loader, Wheel Type, 5 C.Y.	370 hours	30.00	11,100.00
Roller, Grid, With Power	60 hours	40.00	2,400.00
Pump, Portable, 2-inch, Without Operator	105 hours	3.00	315.00
Drill, Track Type, With Compressor	25 hours	40.00	1,000.00
Explosives	3360 lbs.	1.00	3,360.00
Foreman	330 hours	9.00	2,970.00
Laborers	590 hours	6.00	3,540.00
Furnish 48-inch Culvert Pipe	160 lin.ft.	14.00	2,240.00
Reinforced Ditch Lining	500 sq.ft.	2.00	1,000.00
Guard Rail	110 lin.ft.	5.00	550.00
Type 2 Barricade	440 lin.ft.	3.00	1,320.00
Rail End Pieces	9 only	10.00	90.00
Extra Guard Rail Posts	10 only	10.00	100.00
Salvaging Type 2 Barricade	440 lin.ft.	1.50	660.00
Guard Rail - Salvaged Barricade	440 lin.ft.	1.50	660.00
			$75,155.00

Type 1 Fence	All Required	$ 150.00
Signing (Permanent)	All Required	850.00
		$ 1,000.00

Subtotal	$76,155.00
Engr. & Cont.	7,615.00
Total	$83,770.00

Type Code X021
Bridge (Trout Cr. Br. Extension) (Br. #815B) (Sta. 418+24 to Sta. 420+13.20)
(Contract No. 6674)

Remove Existing Bent 4	All Required		$ 7,000.00
Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation	80 cu.yds.	$ 12.00	960.00
Structural Excavation Below Elev. Shown	10 cu.yds.	20.00	200.00
Furnish 10BP42 Steel Piling	120 lin.ft.	6.00	720.00
Drive Steel Piles	4 only	150.00	600.00
Splice Steel Piles	1 only	100.00	100.00
Class "A" Concrete (198 C.Y. @ $90.00)	All Required		21,000.00
Metal Reinforcement (43,100 lbs. @ $0.15)	All Required		8,500.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	40 lin.ft.	6.00	240.00
		Subtotal	$ 44,320.00
		Engr. & Cont.	4,432.00
		Total	$ 48,752.00

Type Code Y101
Guard Rail M.P. 29.4 (Contract No. 6654)

Guard Rail - Salvage Guard Rail	500 lin.ft.	$ 1.50	$ 750.00
		Subtotal	$ 750.00
Flagging (5 7½% of Contractors Cost)	All Required		100.00
		Subtotal	$ 850.00
		Engr. & Cont.	85.00
		Total	$ 935.00

Type Code 6201
Flood Repair Temporary and Permanent (MP 0.00 thru Equations MP 12.46 = 16.30, MP 35.81 = 36.93 and MP 92.09 = 95.00 to MP 112.83)
Temporary

Negotiated Equipment, Labor and Materials	All Required	$ 15,908.77
State Force Equipment, Labor and Materials	All Required	26,601.23
		$ 42,510.00

Permanent		
Approved State Force Order #1	All Required	$ 16,757.04
Approved State Force Order #1, Supplement #1	All Required	6,879.33
Approved State Force Order #1, Supplement #2	All Required	5,263.63
		$ 28,900.00
	Total	$ 71,410.00
	Grand Total	$ 205,867.00

Length of Roadway - - - - - - 104.96 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Costs	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 366.00
Tygh Valley & Willowdale Section	83,770.00	53,152.00	30,618.00
Trout Creek Bridge Extension	48,752.00	30,933.00	17,819.00
Guard Rail	935.00	593.00	342.00
Temporary & Permanent Repairs Not Covered by Contracts	71,410.00	45,309.00	26,101.00
Grand Total	$205,867.00	$ 130,621.00	$ 75,246.00

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939

State Funds for Maint.: Chapter 529, Laws 1939

Prefixes

14-1062	33-4501
33-1092	33-4701
16-4404	33-4403
16-4504	33-4503
16-4704	33-4703
33-4401	

The phase 1 report does not agree with this estimate due to difference in amount of hours worked and bills submitted subsequent to receiving this report. This estimate is a product of our accounting records. An equipment rental agreement with Rogers Construction Company for one piece of equipment (motor grader, 24,200 lbs.) is not available. This piece of equipment was rented at A.G.C. rates. D.M.S. charges are not included in this estimate.

RECEIVED
FEB 14 1966
FOR FILING
ER-96(2)
6654

February 11, 1966

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

Contract No. 6654 awarded to McWaters Construction Company for the District 4a Guardrail Project on three state highways in Wasco, Sherman, and Hood River Counties was completed on November 6, 1965, and accepted by the Highway Commission on February 10, 1966.

Final payment in the amount of $658.32 will be released to the contractor after February 18, 1966. The total contract amount is $12,890.07 including $102.07 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fmn

cc McWaters Construction Company
P.O. Box 1807
Boise, Idaho

Raeder-Van Deusen Company
Senna Building
Boise, Idaho
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
FEB 10 1966
FOR FILING

ER-96(2)
6654

February 10, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed November 6, 1965, on Contract No. 6654. The contract was with Ramstore Construction Co. and was for District 4A Guardrail Project on three state highways in Hood River, Sherman and Wasco Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 10, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
MAR 2 - 1966
FOR FILING

EA-9(6)(3)
6654

January 26, 1966

#7

McWaters Construction Company
P O Box 1807
Boise, Idaho

Gentlemen:

The State Highway Commission at its meeting on January 25, 1966, considered your request for an extension of time to complete Contract No 6654 on the District 4A Guardrail Project on three state highways in Wasco, Hood River, and Sherman Counties.

After considering the recommendation of the Engineer and other available information the Commission extended the completion date to October 25, 1966, without assessment of liquidated damages.

Very truly yours

Floyd Ousey, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc J. F. Putnam
Ernest L. Berivner
F. D. Morgan
L. H. Young
C. H. Maison
Bureau of Public Roads

Form CD-121
(11-63)
(Prea. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 7, 1966

In reply refer to: 08-35-DA

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-96(2), 96(3), ER-144(1) and ER-146(1), District 4A guardrail, Request for extension of time

We have reviewed Mr. Klaboe's letter of December 23, 1965, requesting concurrence in granting of extension of time, subject project.

On the basis of information submitted which shows that the late completion was substantially the responsibility of the State due to delay by other contractors and added work required, we will concur in an extension to October 25, 1965 as requested.

cc to Bond, Young, Iverson
1-11-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM S-90 REV 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21, 1965

NOTED
F. B. KLABOE

SUBJECT:

Extension of Time
District 4A Guardrail Project
Three State Highways
Contract No. 6654

To:

Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

Attached is a request from McWaters Construction Co., contractor on the subject contract for an extension of the specified completion date from September 1 to November 6, 1965 without the assessment of liquidated damages. The contractor's request is based on delays in completion of grading work on The Dalles-California Highway which prevented the contractor from performing his guardrail work and additional guardrail added to the contract by price agreement.

The contractor completed all of his contract work, with the exception of that work in the area awaiting completion of grading, on September 10. Because this section was not completed, a stop-work order was issued on September 11 and rescinded on October 11, 1965. This stop-work order justifies an extension of 31 calendar days. The contractor moved back onto the project on October 12 and completed the guardrail construction as required under the original contract on October 13. Two price agreements were negotiated with the contractor for constructing guardrail at Rowena and at Fulton Canyon. The work under these price agreements required 4 calendar days to complete and an extension in this amount is justified. When the contractor was issued a shutdown order, his painting equipment was sent to another area of the state and because of the small amount of painting left to be done, a 19 day delay in waiting for the painting equipment to move back onto the project is not unreasonable. These reasons justify an extension of 54 calendar days.

The original completion date for this contract was September 1, 1965. The project was completed November 6, 1965

which is 66 days beyond that specified and amounts to $1,980 in liquidated damages based on the penalty rate of $30 per day.

We recommend that the specified completion date be extended to October 25, 1965. This will leave 12 penalty days amounting to $360 in effect and also represents the actual work time required by the contractor to complete the original contract work after the specified completion date.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reasons for granting an extension appear to be valid but indicated that their concurrence or denial would have to wait until the request is submitted formally.

Rough drafts of letters to the Bureau of Public Roads and Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:rw:nh

Attach.

cc: L. H. Young

P.S. The project was awarded on July 22 but no work was performed until August 20, so the proposed 12 day penalty seems fair and reasonable.

RECEIVED
DEC 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 12 1966
FOR FILING

EK-96 (2)

6654

January 12, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 7
January 25, 1966 meeting

Gentlemen:

Meisters Construction Co., contractor on the guardrail project on three state highways in Hood River, Sherman, and Wasco Counties, Contract No. 6654, requests an extension of the specified completion date from September 1 to November 4, 1965. The contractor's request is based on noncompletion of grading work being done under a separate project which interfered with his work and the addition of work to the project by Price Agreements.

The guardrail contractor was delayed on one unit awaiting completion of grade restoration done under another contract. Also, some additional work was added by two Price Agreements.

These reasons justify an extension of the completion date to October 25, which will leave 12 penalty days amounting to $360 in liquidated damages. Your concurrence is requested. This is a Federal-aid Emergency Recovery Project and we have Bureau of Public Roads' concurrence.

This matter will be on the agenda for your consideration at the January 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

DES:nh:JAB:bjm bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6654 Contractor Hollstere Construction Co.

Highway Three State Highways

Section District 4, A Guard Rail Project

Kind of Work Guard Rail

It is recommended that such extension be granted as requested under the following terms and conditions:

Recommend extension be granded to October 25, 1966 based on delays caused by non-completion of grading work on The Dalles-California Highway ~~surfacing~~ covered by a stop-work order and work added to the contract by price agreement.

Recommended for Approval:

Division Engineer

For Construction Engineer or Bridge Engineer

Approved: State Highway Engineer

Contract No. 6654

Project designation SN Federal
State—Federal

Date awarded July 22, 1965

Work started August 20, 1965

Per cent completed 100% , November 6, 1965
Date

Specified completion date September 1, 1965

Previously extended to October 25, 1966

Extension requested to [illegible]

Form E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date ....November 22...., 19.65.

Gentlemen:

We, the undersigned, respectfully request an extension of ...67..... days time, from ....Sept. 1....., 19.65..., to .....Nov. 6....., 19.65..., within which to complete our Contract No. ....6654....., described as follows:

District 4A Guard Rail Project
Hood River, Wasco, & Sherman Counties

The above request is based upon the following reasons:

1. The grade at M.P. 29.4, The Dalles-California Highway not completed so that guard rail could be constructed until after Oct. 11, 1965.
2. A section at Rowena added to original contract.
3. A section at Fulton Canyon added to original contract.

Respectfully submitted,

MCWATERS CONSTRUCTION COMPANY
Contractor

By W A McWaters

CONSENT OF SURETY

Date ....November 22...., 19 65

We, ...MARYLAND CASUALTY COMPANY....

....Baltimore, Maryland...., as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

L D Reader
Law D. Reader — Attorney-in-fact

(SEAL)

L D Reader
Law D. Reader — Resident Agent
P.O. Box 609, Boise, Idaho

State Printing 97813

RECEIVED
JAN 11 1966
FOR FILING

Form CO-121 (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

EP-96 (2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6454

DATE: January 7, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-96(2), 96(3), ER-144(1) and ER-146(1), District 4A guardrail, Request for extension of time

We have reviewed Mr. Klaboe's letter of December 23, 1965, requesting concurrence in granting of extension of time, subject project.

On the basis of information submitted which shows that the late completion was substantially the responsibility of the State due to delay by other contractors and added work required, we will concur in an extension to October 25, 1965 as requested.

cc to Bond, Young, Inman
1-11-66

HOTEL U.S. MAIL

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 27 1965
FOR FILING

EK-96(2)

6654

December 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
District 4A Guardrail
Three State Highways
Project No. ER-962, ER-963
ER-1441, ER-461

Dear Sir:

We have received from McWaters Construction Company, contractor on the subject project, a request for an extension of the specified completion date from September 1 to November 6, 1965. The contractor's request is based on delays in completion of grading work on The Dalles-California Highway which prevented his work and the additional guardrail added to the contract by Price Agreement.

The contractor completed all of his contract work, with the exception of that work in the area awaiting completion of grading, on September 10. Because this section was not completed, a stop work order justifies an extension of 21 calendar days. The contractor moved back onto the project on October 12 and completed the guardrail construction as required under the original contract on October 13. Two Price Agreements were negotiated with the contractor for constructing guardrail at Rowena and at Fulton Canyon. The work under these Price Agreements required 4 calendar days to complete and an extension in this amount is justified. When the contractor was issued a shutdown order, his painting equipment was sent to another area of the state and because of the small amount of painting left to be done, a 19 day delay in waiting for the painting equipment to move back onto the project is not unreasonable. These reasons justify an extension of 54 calendar days.

The original completion date for this contract was September 1, 1965. The project was completed November 6, 1965.

It is our recommendation that the completion date for this project be extended to October 25, 1965, which will leave 12 penalty days in effect. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
J. F. Putnam

DES:nh srb

FORM S-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: District 4A Guard Rail		WEEK ENDING: November 27, 1965
		SECTION PREFIX: 14-1062
HIGHWAY: Columbia River Hood River & The Dalles-Cal.		COUNTY: Hood River, Wasco, & Sherman
NAME OF JOB: District 4A Guard Rail	KIND OF WORK: Guard Rail	
CONTRACTOR: McWaters Construction Co.	CONTRACT NUMBER: 6654	FEDERAL AID PROJECT NUMBER: ER-96(3), ER-96(2), ER-144(1), ER-146(1)
DATE OF CONTRACT: July 22, 1965	DATE WORK STARTED: August 20, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 15,069	SPECIFIED COMPLETION DATE: Sept. 1, 1965	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 13,998	ENGINEERING AUTHORIZATION $ 1,072	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 13,629	ENGINEERING COST TO DATE $ 1,050	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 2.7 %	PERCENT OF AUTHORIZATION 98 %	DATE PROJECT WAS COMPLETED: November 6, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Guard Rail 100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,050 L. Ft.				
TOTAL QUANTITIES CORRECTED TO DATE	5,304 L. Ft.				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"				
AVERAGE DAILY QUANTITIES	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Over Time Limit				
NUMBER OF SHIFTS PER DAY	Proj. Comp.				
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Pt. Cloudy & Cool			
TUESDAY	Pt. Cloudy & Showers			
WEDNESDAY	" "			
THURSDAY	Pt. Cloudy & Cool			
FRIDAY	" "			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final report was completed and sent to division office on Wednesday.

FINAL REPORT

by R. D. Hanig
For
SIGNED Ernest L. Scrivner LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JAN 5 - 1966

STATE COPY

FOR [illegible]
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

ER-96(2)

6654

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

November 18, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 6, 1965, on Contract No. 6654, District 4A Guard Rail Project, in Wasco, Hood River and Sherman Counties, in connection with Federal-Aid Project Nos. ER-96(2), ER-144(1), ER-146(1), and ER-96(3).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: December 27, 1965

Conditions noted on above date:

None

WRG/

A. W. Parsons
Division Engineer

By: G. R. Brooks
District Engineer

RECEIVED
JAN 4 1966
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
[signature]
Asst. State Hwy. Engr.
1-5-66

RECEIVED
SEP 13 1965

FOR FILING
ER-96(2)

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 25 1965 By [signature]
Title Division Engineer
U.S. Bureau of Public Roads

Project Name: District 4A Guard Rail Project — Date: August 25, 1965
Highway: Columbia River, Hood River and The Dalles-Calif. — Contract No.: 6654
County: Hood River, Wasco and Sherman — Prefix: 14-1062
Contractor: McWaters Construction Co. — F. A. Project No.: ER-96(2), ER-144(1), ER-146(1), ER-96(3)
Address: P. O. Box 1807, Boise, Idaho — Order No.: 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging

Location by station numbers:

As may be required at following locations:
Columbia River Highway MP 59.3, MP 70.9, MP 71.8, MP 72.7, MP 73.3 and MP 103.3
The Dalles-California Highway MP 29.4
Hood River Highway MP 5.3

Estimate of quantities and cost:

Flagging (State share) . . .	G -1	ER-96(2)	$ 50.00
	G -2	ER-144(1)	50.00
	G -3	ER-146(1)	100.00
	G -4	ER-96(3)	300.00
		Total	$500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Anticipated item provided for in project authorization.
No flagging work performed to date.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 15,069.37
Present estimate of project cost, including $ 500.00 for work under this order	$ 15,069.37
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Ernest L. Scrivner, Resident Engineer
Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer
Approval Recommended: /s/ L. H. Warfield, Division Engineer
Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

State Printing

Young 9-15-65

RECEIVED
AUG 16 1965
FOR FILING

6654

August 16, 1965

CERTIFIED MAIL

McWaters Construction Company
P. O. Box 1807
Boise, Idaho

Gentlemen:

Attached is your Cashier's Check No. 18816 in the amount of $725.00 which was submitted as a proposal guaranty with your low bid for the District 4-A guardrail project on which bids were received July 20, 1965.

This project was awarded to you on July 22, 1965, and was assigned Contract No. 6654.

As you have fully executed the contract, we are now returning your proposal guaranty to you.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

CWH:gc

cc: C. H. Maison
Attn: John Herr

Form CO-12] (11-47) (Prcs. by A.O. 206-10)

UNITED STATES GOVERNMENT

AUG 3 - 1965

Memorandum

FOR FILING

ER-96(2)

6654

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: July 29, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects ER-96(2), ER-96(3), ER-144(1) and ER-146(1)
District 4A Guard Rail Project

As requested in Mr. Young's letter of July 26, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of July 22, 1965 in the award of contract No. 6654 to McWaters Construction Co., of Boise, Idaho, low bidder in the amount of $12,895.00 at the July 20, 1965 bid opening.

REFERRED TO
By Asst. State Hwy. Engr.
8-3-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 27 1965
FOR FILING

ER-96(2)

6654

July 26, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cabbage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of July 21, 1965 is requested in the award of contract for the District 4A Guard Rail Section, Project Nos. ER-146(1), ER-144(1), ER-96(2) and ER-96(3).

The contractor receiving the award is Hohnbaum Construction Company of Boise, Idaho in the amount of $12,895.00 with the Contract No. 6654 assigned. This bid was received on July 20, 1965 and awarded July 23, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads 1320-1-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Berg
Office Engineer

cc: F. E. Klaboe
F. D. Morgan

DAR:ks

RECEIVED
JUL 26 1965
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
BAKER
DAVID S. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

ER-96(2)

6654

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 23, 1965

McWaters Construction Co.
P. O. Box 1207
Boise, Idaho 83701

Gentlemen:

The State Highway Commission on July 22, 1965, awarded to you State Highway Contract No. 6654 for the following project:

District 4-A Guardrail on the Columbia River, Hood River, and The Dalles-California Highways in Hood River, Wasco & Sherman Counties.

This award was based on your bid of $12,875.00 which was submitted to the Commission on July 20, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Frank Morgan
L. H. Young
R. O. Savage (SIAC)

Form CO-12 (11-63) (Pres. by A.O. [illegible])

UNITED STATES GOVERNMENT

Memorandum

ER-96(2)

TO : Mr. Forrest Cooper
6654 State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 28, 1965

In reply refer to: 08-35.2-DA

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Projects ER-96(2), ER-96(3)
ER-144(1) and ER-146(1)
Dist. 4-A Guard Rail Project
Hood River, Wasco & Sherman Counties

P. S. & E. documents for portions of the subject projects have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet representing the four projects is returned herewith.

Our authorization is with the understanding that all necessary right-of-way is available for the project with no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's June 17 and June 23, 1965 reports.

Mr. Young's June 25, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

RECEIVED
JUN 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

6654

June 8, 1965

CONSTRUCTION DIV...
RECE...
JUN 9 1965
NOTED-- CE ACE ACE CO2

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of May 26, regarding fifteen emergency restriction projects as follow:

Bonner Mountain Section, FAS 864, Benton County
Thirtymile Cr.-Dyer Cr. Section, Hilgard-Lower Perry Section, John Day & Old Oregon Trail Highways, Gilliam & Union Counties
S.P.R.R. O'xing Pacific Highway West Section, Beaverton-Tigard Highway, Washington County
South Yamhill River Section, Bellecue-Hopewell Hwy., Yamhill County
Orchard Heights Rd.-Edgewater St. Sec., Salem-Dayton Highway, Polk County
Reese Cr. Summit-McNeil Cr. Sec., FAS 287, Jackson Co.
Hebo Section, Oregon Coast & Three Rivers Hwys., Tillamook County
Deschutes County Roads, 10 FAS Routes, Deschutes Co.
Burns-Buchanan Section, Central Oregon Hwy., Harney Co.
N. Jefferson Interch.-N. Albany Interch. Sec., Pacific Highway, Marion & Linn Counties
District 4A Guard Rail Project, Hood River, Wasco & Sherman Counties
Pollallis Cr.-Yellow Jacket Cr. Sec., Mt. Hood Highway, Hood River County
Siletz Slide Correction Section, Siletz Highway, Lincoln County
Rocky Creek Slide Section, Oregon Coast Highway, Lincoln County
Chewaucan R.(Gravelly Ford) Bridge Sec., Fremont Highway, Lake County

A review of the plans for these projects indicate that no damage to wildlife resources is expected as a result of the work.

We wish to recommend that proper precautions are taken on the Polallie Creek Section of Mt. Hood Highway, to avoid channel restriction which may impede fish passage. On the original construction, several problem areas developed.

Thank you for the opportunity of reviewing the projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director OFC

6/9/65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
L. R. Chandler (6)
J. F. Putnam (6)
A. F. Parson (2)

RECEIVED
JUN 1965

FORM E-183

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. NOBLE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 26, 1965

6654

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Mr. P. W. Schneider
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon

Gentlemen:

Enclosed are plan title sheets on several projects scheduled for letting June 29 or soon after. Most of these projects are emergency restoration jobs and we are trying to clear as rapidly as possible. Your comments will be appreciated on the following:

Bonner Mountain Section, FAS 864, Benton County
Thirtymile Cr.-Dyer Cr. Section, Hilgard-Lower Perry Section, John Day & Old Oregon Trail Highways, Gilliam & Union Counties
S.P.R.R. O'xing Pacific Highway West Section, Beaverton-Tigard Highway, Washington County
South Yamhill River Section, Bellevue-Hopewell Hwy., Yamhill County
Orchard Heights Rd.-Edgewater St. Sec., Salem-Dayton Highway, Polk County
Reese Cr. Summit-McNeil Cr. Sec., FAS 287, Jackson Co.
Hebo Section, Oregon Coast & Three Rivers Hwys., Tillamook County
Deschutes County Roads, 10 FAS Routes, Deschutes Co.
Burns-Buchanan Section, Central Oregon Hwy., Harney Co.
N. Jefferson Interch.-N. Albany Interch. Sec., Pacific Highway, Marion & Linn Counties
District 4A Guard Rail Project, Hood River, Wasco & Sherman Counties
Polallie Cr.-Yellow Jacket Cr. Sec., Mt. Hood Highway, Hood River County
Siletz Slide Correction Section, Siletz Highway, Lincoln County
Rocky Creek Slide Section, Oregon Coast Highway, Lincoln County
Chewaucan R.(Gravelly Ford) Bridge Sec., Fremont Highway, Lake County

NOTED
F. B. KLABOE

Mr. Robert W. Schoning
Mr. P. W. Schneider

2

May 26, 1965

This data is forwarded to satisfy requirements of the Bureau of Public Roads in their Instructional Memorandum 21-5-63 dated June 12, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

E. D. Monyen
Construction Engineer

Attachments

BG:rw

cc: F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
R. D. Asburry (2)
L. R. Chandler (6)
J. F. Putnam (6)
A. F. Parson (2)

RECEIVED
MAY 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

15-1620 Ashland - Tr. Sig. Inst. at Intersect. of N. Main St. with Laurel St. 1965

#6655

RECEIVED
OCT 5 - 1966
FOR FILING

15-1620

6655

October 4, 1966

Birmingham Fire Insurance
Company of Pa.
Regional Office
550 Kearny Street
San Francisco 8, California

Gentlemen:

Contract No. 6655 awarded to Steeck Electric Company for traffic signal installation at North Main Street-West Laurel Street in the City of Ashland on the Rogue Valley Highway in Jackson County was completed on November 1, 1965, and accepted by the Highway Commission on September 29, 1966.

Final payment in the amount of $595.00 will be released to the contractor after October 11, 1966. The total contract amount is $5,940.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

cc: Steeck Electric Company
P. O. Box 1243
Medford, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 30 1966
FOR FILING

15-1620

6655

September 29, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed November 1, 1965, on Contract No. 6655. The contract was with Stock Electric Co. and was for traffic signal installation on the North Main Street-West Laurel Street (Ashland) Section of the Rogue Valley Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 29, 1966, and that you concur in this procedure at the Commission meetingon October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
L. R. Chandler

bg

RECEIVED
SEP 28 1966

15-10-20
6655

Salem, Oregon
September, 27, 1966

Acceptance of Contract

Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission.

Contract No. 6655 with Steock Electric Co. for a traffic signal installation on the N. Main St. at W. Laurel St. (Ashland) Section of the Rogue Valley Highway in Jackson County, completed November 1, 1965.

L. H. Young
Office Engineer

WG:ed
cc: Floyd Ousry
C. H. Maison
I. D. Merchant

RECEIVED
JUL 26 1965
ZONE 97310

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

15-1620

6655

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 23, 1965

Steeck Electric Company
P. O. Box 1243
Medford, Oregon

Gentlemen:

The State Highway Commission on July 22, 1965, awarded to you State Highway Contract No. 6655 for the following project:

Traffic Signal Installation at intersection of North Main Street with West Laurel Street in Ashland in Jackson County.

This award was based on your bid of $5,950.00 which was submitted to the Commission on July 20, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
AUG 27 1965
FOR FILING
15-1620

6655

3641

Salem, Oregon
July 21, 1965

MISC. CONTRACTS and AGREEMENTS No. 2868

Agenda Item 4d-2

Mr. F. B. Crandall
Traffic Engineer
Building

Signal Agreement
N. Main and Laurel Sts.
City of Ashland

Attached is a partially signed copy of an agreement with the City of Ashland covering signal installation at the intersection of N. Main and Laurel Streets in the City of Ashland.

A fully executed copy of the agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Ashland.

Secretary

FH
Attach: 1

RECEIVED
JUN 22 1965
FOR FILING
6655

June 22, 1965

Oregon State Highway Commission

Gentlemen:

The City of Ashland has requested a traffic signal at the intersection of North Main Street and Laurel Street in that city. An investigation indicates that such an installation is warranted.

An agreement has been prepared and executed with the City by which the State will install semi-actuated traffic signals at its expense with the City agreeing to pay one-half the cost, maintain the installation, and pay for electrical energy. The estimated cost is $8,000 to be taken from Minor Betterment Funds. A check in the amount of $4,000 has been received from the City to cover its share of the project. Your approval of the agreement and authority for the Secretary to sign is recommended.

This matter will be on the agenda for your consideration at the July 13 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison
M. S. Cox
L. R. Chandler

NJC bg

ER-128(1) Shitike Cr. Br. on Warm Springs Hwy. 1965

#6656

RECEIVED
MAR 28 1966
FOR FILING

EL 12x(1)
6656

March 25, 1966

The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

On February 10, 1966, we wrote to you concerning release of final payment on Contract No. 6656 awarded to Babler Bros., Inc., for structure, grading, and oiling on the Shitike Creek Bridge on the Warm Springs Highway in Jefferson County.

Final payment on this contract is $6,640.35 and the total contract amount is $107,037.07, including $1,125.17 for work performed under force account.

Very truly yours,

Floyd Peary, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fbm

cc Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon

Mr. James A. Blake
Equitable Building
Portland, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
APR 11 1966
FOR FILING
ER-128(1)
6656

March 9, 1966

Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon

#13

Gentlemen:

The State Highway Commission at its meeting on March 8 considered your request for an extension of time on Contract No. 6656 for the Shitike Creek Bridge on the Warm Springs Highway in Jefferson County.

After considering the recommendation of the Engineer and other available information, the Commission granted the extension to December 22, 1966, without assessment of liquidated damages.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc J. F. Putnam
R. H. Clark
L. H. Young
Ivan Merchant
C. H. Maisen
Bureau of Public Roads

Form CD-121 (11-63) Pres. by A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 8, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-128(1)
Shitike Creek Bridge Section
Warm Springs Highway

Reference is made to your letter of February 4, 1966 requesting extension of completion date for subject project from November 30 to December 22, 1965.

On the basis of the information submitted in your letter and the observation of our own personnel, we believe assumption of responsibility for delay is appropriately assumed by the State and the extension is justified.

We hereby concur in the extension to a new completion date of December 27, 1965.

Copies: Young
Merchant

Edwards

BRIDGE DEPT.
BRIDGE DIVISION
AM FEB 11 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
FEB 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

E-280 (Rev.)—5M—9-64

PM

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Jan. 13, 19 66

Gentlemen:

We, the undersigned, respectfully request an extension of time from 11/30/65 to 12/23/65 within which to complete our Contract No. 6656, without the assessment of liquidated damages. The said contract is described as follows:

Shitike Creek Bridge, Warm Springs Highway, Structure, Grading & Oiling

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Contract grading was accepted by Resident Engineer on Nov. 30, 1965; however, additional work was requested at that time and was finally accepted as complete on Dec. 22, 1965.

Respectfully submitted,

Babler Bros., Inc.
Contractor

By Lloyd Babler, Jr., Vice-President

CONSENT OF SURETY

Date January 17, 19 66

We, THE TRAVELERS INDEMNITY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard W. Merrill
Attorney-in-fact

(SEAL)

James A. Blake
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6656 Contractor Babler Bros. Inc.

Highway Warm Springs

Section Shitike Creek Bridge

Kind of Work Structure, Grading and Oiling

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

A stop work order issued 11/30/65 because weather conditions were not favorable for satisfactory concrete finishing and extra drainage work added to the contract on the final inspection date of 11/30/65.

Recommended for Approval:

J. J. Putman
Division Engineer

Ivan D. Marchant
~~Construction Engineer or~~
Bridge Engineer

C. H. Swanson
Asst. State Highway Engineer

Contract No.	6656
Project designation	ER-128 (1) State-Federal
Date awarded	July 22, 1965
Work started	August 2, 1965
Per cent completed	
Completion Date	November 30, 1965 (Date)
No. of Workdays Allowed	
No. of Workdays Used	153
No. of Added Workdays Requested	22

SP*8296-734

STATE COPY

Monthly transaction number	FORM PR-2A (8-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
3-104		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County
5 — # 6656	3/8/66	Jefferson
		Project number ER-128(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 24, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 180,454.00

Revised Federal funds $ 114,497.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 8th day of March, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lahar

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By ~~A. W. Parsons~~
(Division Engineer)

By L. R. Backlund
L. R. Backlund
Administrative Manager

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal Aid
Project No. ER-128(1)

WASCO COUNTY LINE-MADRAS SECTION OF THE

WARM SPRINGS HIGHWAY IN JEFFERSON COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices and estimated costs of temporary and permanent repair by State Forces and negotiated equipment rentals.)

Salem, Oregon, February 8, 1966

Type Code P.E.

Preliminary Engineering	All Req.		$ 1,000.00

Type Code X020
Shitike Creek Bridge (Br. #1987A)(Sta. 1590+20 to Sta. 1591+45)(Cont. No.6656)

Remove Old Bridge	All Req.		$ 5,000.00
Furnish 10 BP 42 Steel Piling	1,050 lin.ft.	$ 7.00	7,350.00
Drive Steel Piles	30 only	100.00	3,000.00
Splice Steel Piles	8 only	30.00	240.00
Class "A" Concrete (455 cu.yd.)	All Req.		35,000.00
Metal Reinforcement (88,100 lbs.)	All Req.		12,500.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	40 lin.ft.	5.00	200.00
			$ 63,290.00
	Engr. & Cont.		6,329.00
	Subtotal		$ 69,619.00

Type Code 5231
Roadway (Sta. 1587+50 to Sta. 1635+35)(Cont. No. 6656)

Moving Costs	All Req.		$ 2,500.00
Tractor & Dozer	420 hr.	$ 30.00	12,600.00
Front End Loader	250 hr.	25.00	6,250.00
Dump Truck	250 hr.	15.00	3,750.00
Truck-Mounted Drill	50 hr.	20.00	1,000.00
Air Compressor	50 hr.	15.00	750.00
Explosives	3,000 lb.	0.80	2,400.00
Laborer	1,000 hr.	6.00	6,000.00
Stone Base	1,150 cu.yd.	4.50	5,175.00
3/4" - 0 Material in Base	180 cu.yd.	5.00	900.00
Watering	32 M-gal.	6.00	192.00
Aggregate in Asphalt Macadam	60 cu.yd.	10.00	600.00

120-150 Asphalt in Asphalt Macadam	6 ton	$90.00	$ 540.00
24-inch Culvert Pipe	140 lin.ft.	7.00	980.00
Guard Rail	650 lin.ft.	4.00	2,600.00
Rail End Pieces	8 only	10.00	80.00
Extra Guard Rail Posts	6 only	10.00	60.00
			$ 46,377.00
	Engr. & Cont.		4,637.00
	Subtotal		$ 51,014.00

Type Code 5231
Flood Repair, Temporary (MP 99.3 to MP 117.0)

Negotiated Equipment, Labor & Materials	All Required	$ 42,547.00
State Force Equipment, Labor & Materials	All Required	11,836.27
		$ 54,383.27
	Engr. & Cont.	4,437.73
	Subtotal	$ 58,821.00
	Total	$180,454.00

Length of Roadway - - - 17.7 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 366.00
Structure (Cont. #6656)	69,619.00	44,173.00	25,446.00
Roadway (Cont. #6656)	51,014.00	32,369.00	18,645.00
Temporary & Permanent Repair	58,821.00	37,321.00	21,500.00
	$180,454.00	$114,497.00	$65,957.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 16-1042
16-4444
16-4544

Costs used for temporary amounts on this estimate are taken from the Phase I Report with minor corrections. DMS office charges have not been included in this estimate. Equipment rental forms for equipment listed in Phase I Report are included.

RECEIVED
JUN 30 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR FILING

FORM PR-2
(REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

6-24-65

STATE: Oregon

COUNTY: Jefferson

PROJECT NO.: ER-128(1)

PROJECT REPORT NO.
ER-128(1)2

6656

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Wasco County Line-Madras Section, Warm Springs Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	6-10-65	0.906
RIGHTS-OF-WAY		
CONSTRUCTION	6-25-65	0.906
*OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 121,634	$ 77,175.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stone

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

BY A. W. Parsons
(Division Engineer)

By K. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by
Division Engineer JUN 24 1965

Oregon State Highway Department

Federal Aid
Project No. ER-128(1)

WASCO COUNTY LINE-MADRAS SECTION

OF THE WARM SPRINGS HIGHWAY IN JEFFERSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 9, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code XC20
Shitike Creek Bridge (Br. #1987A)(Sta. 1590+20 to Sta. 1591+45)(6656)

Remove Old Bridge	All Required		$ 5,000.00
Furnish 10 BP 42 Steel Piling	1,050 lin.ft.	7.00	7,350.00
Drive Steel Piles	30 only	100.00	3,000.00
Splice Steel Piles	8 only	30.00	240.00
Class "A" Concrete (455) c.y.	All Required		35,000.00
Metal Reinforcement (88,100 lbs.)	All Required		12,500.00
8-inch Metal Unperf. Drain Pipe Type A Coating	40 lin.ft.	5.00	200.00
		Subtotal	$63,290.00
	10% Engr. & Cont.		6,329.00
		Total	$69,619.00

Type Code 5231
Roadway (Sta. 1587+50 to Sta. 1635+35)(6656)

Moving Costs	All Required		$ 2,500.00
Tractor & Dozer	420 hours	30.00	12,600.00
Front End Loader	250 hours	25.00	6,250.00
Dump Truck	250 hours	15.00	3,750.00
Truck-Mounted Drill	50 hours	20.00	1,000.00
Air Compressor	50 hours	15.00	750.00
Explosives	3,000 lbs.	0.80	2,400.00
Laborer	1,000 hours	6.00	6,000.00
Stone Base	1,150 cu.yd.	4.50	5,175.00
3/4" - 0 Material in Base	180 cu.yd.	5.00	900.00
Watering	32 M-gal.	6.00	192.00
Aggregate in Asphalt Macadam	60 cu.yd.	10.00	600.00
120-150 Asphalt in Asphalt Macadam	6 ton	90.00	540.00
24-inch Culvert Pipe	140 lin.ft.	7.00	980.00
Guard Rail	650 lin.ft.	4.00	2,600.00
Rail End Pieces	8 only	10.00	80.00
Extra Guard Rail Posts	6 only	10.00	60.00
		Subtotal	$46,377.00
	10% Engr. & Cont.		4,637.70
		Total	$51,014.70

Length of Roadway - - - - - - - - - - 0.882 mile (Intermittent)
Length of Structure - - - - - - - - - 0.024 mile

Total Length 0.906 mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 366.00
Structure	69,619.00	44,173.00	25,446.00
Roadway	51,014.70	32,368.00	18,646.70
	$121,633.70	$77,175.00	$44,458.70
Work Retained in Authorized Fund Status			
Temporary and Permanent Work Not Covered by This Contract	$ 59,820.00	$37,955.00	$21,865.00
Total	$181,453.70	$115,130.00	$66,323.70

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 16-1042

G-1-A11

Oregon State Highway Department

Federal Aid
Project No. SI-126(1)

SHITIKE CREEK BRIDGE SECTION

OF THE WARM SPRINGS HIGHWAY IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon June 22, 1965

Type Code P.E.			
Preliminary Engineering	All Required		$ 1,000.00
Type Code 2020			
Shitike Creek Bridge (Br. #1987A) (Sta. 1590+20 to Sta. 1591+45)			
Remove Old Bridge	All Required		$ 3,000.00
Furnish 10 BP 42 Steel Piling	1,050 lin. ft.	5.00	5,250.00
Drive Steel Piles	30 only	80.00	2,400.00
Splice Steel	8 only	50.00	400.00
Class "A" Concrete (455 c.y. at 85.00)	All Required		38,675.00
Metal Reinforcement (88,100 lbs. at 0.14)	All Required		12,334.00
8-inch Metal Unperf. Drain Pipe, Type A Cooling	40 lin. ft.	5.00	200.00
	Subtotal		$62,259.00
	10% Engr. & Cont.		6,225.00
	Total		$68,484.00
Type Code 2231			
Roadway (Sta. 1587+50 to Sta. 1635+35)			
Moving Costs	All Required		$ 3,000.00
Tractor & Dozer	280 hours	25.00	7,000.00
Front End Loader	250 hours	24.50	6,125.00
Dump Truck	250 hours	18.00	4,500.00
Truck-Mounted Drill	50 hours	16.50	825.00
Air Compressor	50 hours	12.00	600.00
Explosives	3,000 lbs.	0.65	1,950.00
Laborer	1,000 hours	5.50	5,500.00
Stone Base	1,150 cu. yd.	4.25	4,887.50
3/4"-0 Material in Base	180 cu. yd.	5.00	900.00

Watering	32 M-gal.	4.00	128.00
Aggregate in Asphalt Macadam	60 cu. yd.	6.00	360.00
120-150 Asphalt in Asphalt Macadam	6 ton	100.00	600.00
24-inch Culvert Pipe	140 lin. ft.	12.00	1,680.00
Guard Rail	650 lin. ft.	3.50	2,275.00
Rail End Pieces	8 only	5.00	40.00
Extra Guard Rail Posts	6 only	10.00	60.00
	Subtotal		$40,430.50
	10% Engr. & Cont.		4,042.50
	Total		$44,473.00

Length of Roadway . . . . . 0.882 miles (Intermittent)

Length of Structure . . . . . 0.024 miles

Total Length . . . . . 0.906 miles

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 366.00
Structure	68,484.00	43,453.00	25,031.00
Roadway	44,473.00	28,218.00	16,255.00
	$113,957.00	$72,305.00	$41,652.00

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Temporary & Permanent Repair Not Covered by This Contract	$ 58,043.00	$36,828.00	$21,215.00

RECEIVED
MAR 8 - 1966
FOR FILING
ER-128 (1)
1661

March 4, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 13
March 8, 1966 meeting

Gentlemen:

Bahler Brothers, Incorporated, contractor on the Shitike Creek Bridge on the Warm Springs Highway in Jefferson County, Contract 6656, has requested that the specified date of completion of November 30, 1965, be advanced to the actual date of completion, December 22, 1965, without assessment of liquidated damages.

The section was completed to a stage that permitted its opening to traffic on November 19, 1965. A stop work order was then issued which required the contractor to cease work until more favorable weather for concrete finishing occurred. This delayed completion of the project until December 22, 1965.

I recommend the requested extension to December 22, 1965, without assessment of liquidated damages.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your approval at the March 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
L. H. Young
Ivan Merchant
J. F. Putnam

CAG:jf/TE:jwa bg

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Jan. 13, 19 66

Gentlemen:

We, the undersigned, respectfully request an extension of time ~~increase in the number of workdays~~ from 11/3/65 ~~days~~ to 12/23/65 ~~days~~, within which to complete our Contract No. [illegible], without the assessment of liquidated damages. The said contract is described as follows:

Smitke Creek Bridge, Dora Springs Highway, Structure, Grading & Oiling

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Contract grading was accepted by Resident Engineer on Nov. 30, 1965; however, additional work was requested at that time and was finally accepted as complete on Dec. 22, 1965.

Respectfully submitted,

Bauler Bros., Inc.
Contractor

By Lloyd Bauler, Jr., Vice-President

CONSENT OF SURETY

Date January 17, 19 66

We, THE TRAVELERS INDEMNITY COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard W. Merrill
Attorney-in-fact
Richard W. Merrill

(SEAL)

James A. Blake
Resident
James A. Blake

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6656 Contractor Zubler Bros. Inc.

Highway Warm Springs

Section Shitike Creek Bridge

Kind of Work Structure, Grading and Oiling

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

A stop work order issued 11/30/65 because weather conditions were not favorable for satisfactory concrete finishing and extra drainage work added to the contract on the final inspection date of 11/30/65.

Recommended for Approval:

J. H. Putman
Division Engineer

Ivan O. Merchant
Construction Engineer
Bridge Engineer

J. M. Edwards
State Highway Engineer

SP*6206-734

Contract No.	6656
Project designation	[illegible] (1) State-Federal
Date awarded	July 22, 1965
Work started	August 2, 1965
Per cent completed	
Completion Date	November 30, 1965 Date
No. of Workdays Allowed	
No. of Workdays Used	153
No. of Added Workdays Requested	22

RECEIVED
FEB 14 1966
FOR FILING

Form CO-121
(11-63)
(Prep. by

UNITED STATES GOVERNMENT

Memorandum

ER-128(1)

6656

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: February 8, 1966

In reply refer to: 08-35-DA

SUBJECT: Oregon Project ER-128(1)
Shitike Creek Bridge Section
Warm Springs Highway

Reference is made to your letter of February 4, 1966 requesting extension of completion date for subject project from November 30 to December 22, 1965.

On the basis of the information submitted in your letter and the observation of our own personnel, we believe assumption of responsibility for delay is appropriately assumed by the State and the extension is justified.

We hereby concur in the extension to a new completion date of December 27, 1965.

Copies: Young
Merchant
2-11-66

Edwards

RECEIVED
FEB 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 9 - 1966
FOR FILING

ER-128(1)

6456

February 8, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed December 22, 1965, on Contract No. 6456. The contract was with Zehler Bros., Inc. and was for structure, grading and oiling on the Shitike Creek Bridge Section of the Warm Springs Highway in Jefferson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 8, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I say consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
FEB 4 - 1966
FOR FILING

ER-128(1)
6656

February 4, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Shitike Creek Bridge
Contract No. 6656
FAP No. ER-128(1)

Dear Sir:

The specified date of completion for work on this contract was November 30, 1965. The work was completed December 22, 1965. Contractor has requested that he be granted an extension of time to December 22, 1965 without assessment of liquidated damages claiming that conditions beyond his control caused the overrun in time. Conditions pertinent to this request are:

The section was completed to a stage that permitted its opening to traffic on November 19, 1965. All work, except a minor amount of concrete finishing repair, was completed on the specified completion date of November 30, 1965. Because weather conditions were not favorable for concrete finishing, a stop-work order was issued on November 30, 1965 and rescinded December 8, 1965. The finishing work was completed December 10, 1965.

Inspection of the roadway work, made November 30, 1965, disclosed that an additional culvert at Station 1620+50 (see Price Agreement No. 6 dated December 1, 1965) was needed. At the time the additional work was authorized, the contractor's equipment was being used on another project and, as the work we were requesting was additional, we agreed to allow the contractor to finish his work on the other project before moving back to complete the work added to this project.

I consider the foregoing conditions beyond the contractor's control and, with your concurrence, will recommend to the Highway Commission that the requested extension be granted without assessment of liquidated damages.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

CAG:jf jwa

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Shitike Creek Bridge		WEEK ENDING: 1-22-66
		SECTION PREFIX: 16-1062
HIGHWAY: Warm Springs		COUNTY: Jefferson
NAME OF JOB: Shitike Creek Bridge	KIND OF WORK: Structure, Grading, Paving	
CONTRACTOR: Dahler Bros., Inc. (Philpott, sub)	CONTRACT NUMBER: 6656	FEDERAL AID PROJECT NUMBER: BR-120(1)
DATE OF CONTRACT: 22 July 1965	DATE WORK STARTED: 2 August 1965	ESTIMATED COMPLETION DATE: Project completed 12-22-65
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 30 November 1965	PERCENT OF TIME ELAPSED: 181/132 137%
PROJECT AUTHORIZATION: $ 123,375.37		
EXCLUSIVE OF ENGINEERING: $ 114,602.01	ENGINEERING AUTHORIZATION $ 8,773.36	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 106,577.89	ENGINEERING COST TO DATE $ 8,760.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT OVERRUN UNDERRUN . . . . . 7 %	PERCENT OF AUTHORIZATION . . . 99.8 %	DATE PROJECT WAS COMPLETED: 22 December 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
		100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.11			0.11	
MILES PARTIALLY COMPLETED	0.11			0.11	
MILES COMPLETED	0.11			0.11	
TOTAL ESTIMATED QUANTITIES (CONTRACT)		1,330 sy		60 sy	
TOTAL QUANTITIES CORRECTED TO DATE		949 sy		249 sy 23.13 T	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		949 sy		249 sy 23.13 T	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1927-A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Morgan 111 Routing
Decker
Bond B
Barbee
Walker
Glenn
Swan
Litchfield
Olson
Morelock
Trout
Scott
Wills

RECEIVED
JAN 25 1965
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
1-16-66 SUNDAY	
1-17-66 MONDAY	No activity all week PROJECT COMPLETE
1-18-66 TUESDAY	
1-19-66 WEDNESDAY	
1-20-66 THURSDAY	
1-21-66 FRIDAY	
1-22-66 SATURDAY	

REMARKS

Project complete 12-22-65

Semi-final submitted 1-21-66

THIS IS LAST WEEKLY REPORT

SIGNED D.E. Pallett LOCATION Byrd

D.E. Pallett

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
FEB 1 - 1966

FOR FILING
FORM E-123X REV. 7-65

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-128(1)

6656

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 29, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on Dec. 22, 1965, on Contract No. 6656, Shitike Creek Bridge Section, in Jefferson County, in connection with Federal-Aid Project No. ER-128(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: January 19, 1966

Conditions noted on above date:

None

A. W. Parsons
Division Engineer

By: G. R. Brooks
District Engineer

Rec'd To Young
1-31-66

RECEIVED
OCT 3 - 1965

ER-128 (1)
6627

Form CD-121 (11-60) (Pres. by A.O. 200-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 1, 1965

In reply refer to:

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-128(1)
Shitike Creek Bridge Section
Warm Springs Highway
State Force Order No. 1

Mr. Young's letter of September 17, 1965 furnished copies of subject State Force Order covering installation of blinker lights on detour signs and barricades on subject ER project. This letter confirms our September 10, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter, and in the estimated amount of $650.00 with Federal participation of $390.00.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

REFERRED TO Young w/encl.
BY ASST. STATE HWY. ENGR. 10-8-65
NOTED F. B. KLABOE

RECEIVED
OCT 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—886

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 10 1965 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Order No. 1

Project Name Shitike Creek Bridge Date September 7, 1965

Highway Warm Springs Contract No. 6656 F. A. Project No. ER-128(1)

County Jefferson Prefix 16-1042 Account No. 274-01

Description of Work To Be Done:

Install blinker lights on Detour Signs and barricades.

Location by Station Numbers:

1575+00 to 1587+50
1593+50 to 1606+00

Estimate of Quantities and Costs:

Materials	$ 400.00
Labor	250.00
Total	650.00

Explanation:

Because of heavy, fast traffic in this area it seemed advisable to take the added precaution of adding blinker warning lights.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$123,375.37
Present estimate of project cost, including $ 650.00 for work under this order	$123,375.37
Expected under-run / over-run (amount)	$
Expected under-run / over-run (per cent)	

Space to right of this line is for use of Salem Office

Submitted by: /s/ N. D. Krehbiel, by /s/ R.H.Clark — Resident Engineer

Approval Recommended: /s/ A.A. Rear — Construction Engineer or Asst. Bridge Engineer

Approval Recommended: /s/ L. H. Warfield — Division Engineer

Approved: /s/ L. H. Young — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
AUG 31 1965
FOR FILING
ER-128(1)

project agreement if additional funds are required.
Date AUG 13 1965 By /s/ Ivan V. Merchant
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date August 11, 1965

Project Name Shitike Creek Bridge
Highway (1) 42 Warm Springs
County Jefferson
Contractor Babler Bros., Inc.
Address 4617 S. E. Milwaukie Blvd., Portland 2, Oregon

Contract No. 6656
Prefix 16-1042
F. A. Project No. ER-128(1)
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Sign Detour,

1. Maximum equipment rental rates allowable as per A.G.C. agreement.
2. Percentage allowed contractor is in accordance with executed contract for the job.

Location by station numbers:

1588+00 to 1593+00

Estimate of quantities and cost:

Materials	$800.00
Labor	200.00
Total	$1000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is necessary to properly direct traffic over detour during bridge construction. No provision was made in contract authorization for this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 123,375.37
Present estimate of project cost, including $ 1000.00 for work under this order	$ 123,337.37
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: N. D. Krehbiel by: /s/ R. H. Clark
Resident Engineer

Approval Recommended: /s/ Ivan V. Merchant
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved /s/ L. H. Young
Assistant State Highway Engineer or Office Engineer.

State Printing

Young 8-31-65

Form DOT-12A
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

AUG 3 - 1965

ER-128(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6656

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: July 29, 1965

In reply refer to: July 29, 1965

SUBJECT: Oregon Project ER-128(1)
Shitike Creek Bridge Section
Structure, grading & oiling

As requested in Mr. Young's letter of July 26, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of July 22, 1965 in the award of contract No. 6656 to Babler Bros. Inc., of Portland, Oregon, low bidder in the amount of $109,667.00 at the July 20, 1965 bid opening.

REFERRED TO
[signature]
BY ASST. STATE HWY. ENGR.
8-3-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 26 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WARCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

8R-128(1)
6656

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 23, 1965

Bahler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on July 22, 1965, awarded to you State Highway Contract No. 6656 for the following project:

Shitike Creek Bridge on the Warm Springs Highway near Warm Springs Agency in Jefferson County.

This award was based on your bid of $109,667.00 which was submitted to the Commission on July 20, 1965 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

ER-128(1)

6856

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: June 28, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-128(1)
Shitike Creek Bridge Section
Structure, Grading and Oiling

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way is available for the project with no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's June 17 and June 23, 1965 reports.

Possible use of alternate equipment should be recognized and some means of accomplishing this should be established to avoid controversy.

Mr. Young's June 25, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

RECEIVED
STATE

BUY U.S SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 21 1965

FOR FILING

6656

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
April 14, 1965

SUBJECT: Permit of Entry-Shitike Creek Structure, Warm Springs Hwy.

To:

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon

Herewith, copies of two letters from the Warm Springs Indian Agency giving us permission to enter upon Indian lands for the purpose of constructing a channel change on subject project. This clears the right of way on this project, and it is felt that the statement referring to the Bureau's letter of April 2nd is in error as we have no letter on file, but feel that it refers to their letter of April 7th, which contains certain conditions to be met.

J. F. Putnam
Division Engineer

JFP:me
Encl.
cc: N. D. Krehbiel

RECEIVED
APR 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

IN REPLY REFER TO:

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS
Warm Springs Agency
Warm Springs, Oregon 97761

Real Property
Management
375

Your Reference:
File 37083

April 13, 1965

Mr. Harold G. Brainerd
District Supervisor
Oregon State Highway Department
Bend, Oregon

Dear Mr. Brainerd:

In accordance with your letter of April 2, 1965, reply by this office on April 7, and deposit by the Oregon State Highway Commission of $1,000 on April 9, 1965, the right of entry to easement areas is granted in accordance with the conditions set forth in our letter dated April 2, 1965, and with the provisions of 25 CFR Part 161.

We again urge that the mechanical procedures involved in processing the easement be completed as promptly as possible.

Sincerely yours,

A. W. Galbraith
Superintendent

IN REPLY REFER TO:

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS
Warm Springs Agency
Warm Springs, Oregon 97761

Real Property
Management
375

April 7, 1965

Mr. Harold G. Brainerd
District Supervisor
Oregon State Highway Department
Bend, Oregon

Dear Mr. Brainerd:

This will acknowledge receipt of your application dated April 2, 1965, for a right of entry and easement to effect a channel change and relocated bridge across Shitike Creek Highway 26, Warm Springs Reservation, Oregon. The channel change to be according to maps supplied by you, over and across Warm Springs allotment 244, Sarah Miller, deceased.

In view of the problems caused by the December, 1964 floods, and the urgent need to take corrective action prior to the spring run-off, a right of entry for construction purposes will be granted upon deposit by the State Highway Department of an advance deposit of $1,000. This action is taken pursuant to Parts 161.3, 161.4, 161.5, and 161.6, 25 CFR. The right of entry will also be granted subject to the conditions that the easement application, map of definite location, damage estimates, and consents executed by the owners are submitted promptly for completion purposes as required by 25 CFR, Part 161. The schedule of damages should be furnished as soon as possible in order to obtain the necessary approved review appraisal from our Chief Appraiser.

At this writing there appears to be no further problems concerning utility lines that cannot be resolved. If we can be of further assistance to you, please do not hesitate to request it.

Sincerely yours,

A. W. Galbraith
Superintendent

RECEIVED
APR 12 1965
FOR REVIEW

6656

Commissioners:
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John R. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

CONFIDENTIAL
NOTED

April 9, 1965

State Highway Department
State Highway Engineer
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of March 26, 1965, requesting our comments on Emergency Restoration projects.

No wildlife problems are anticipated with the following projects:

Shitike Creek Bridge, Warm Springs Highway.
Warner Summit-Greaser Reservoir, Warner Highway.
Summer Lake-Valley Falls, Fremont Highway.
Smith Bridge-Yellow Creek Bridge, Elkton-Sutherlin Highway.
Foster-Ram Creek, Santiam Highway.
Marks Creek Bridge, Ochoco Highway.

Regarding the two other projects; Digger Creek-North Fork Alsea River, Alsea Highway, and Mapleton-Triangle Lake, Siuslaw Highway, we have the following comments:

Stream channel widths should be maintained to prevent excessive velocities. Siltation should be kept at a minimum and the work should be completed by September. The possibility of continued silting from bare fills through the winter months, such as occurred on the North Fork Alsea last winter, should be kept under control.

Your consideration of these comments will be appreciated.

Copies to:
F. B. Klaboe
L. H. Woung
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (4)
L. R. Chandler (4)
J. F. Putnam (8)

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director, OFC

NOTED
F. B. KLABOE

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

FOR FILING

6656 April 2, 1965

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

Mr. Forrest Cooper
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

Reference is made to your letter dated March 26, 1965 regarding several Emergency Restoration projects contemplated for contract soon.

Listed below are the project titles along with our comments for protection of the fishery resource.

Marks Creek Bridge, Ochoco Highway, Crook County.
Summer Lake-Valley Falls, Fremont Highway, Lake County.
Warner Summit-Greaser Reservoir, Warner Highway, Lake County.

These projects are above the reach of anadromous fish, hence we anticipate no conflicts.

Foster-Ram Creek, Santiam Highway, Linn County.
Smith Bridge-Yellow Creek Bridge, Elkton-Sutherlin Highway, Douglas County.
Shitike Creek Bridge, Warm Springs Highway, Jefferson County.

The transmittal letter and title sheets submitted to us indicate the work will involve re-sorting base and surface courses on existing roadways. Your Bridge Department indicates the replacement bridge over Shitike Creek will be a single span structure not requiring footings in the stream. We anticipate no fish passage problem under these conditions.

Digger Creek-North Fork Alsea River, Alsea Highway, Benton County.
Mapleton-Triangle Lake, Siuslaw Highway, Lane County.

The following items should be considered in planning the slope protection work for these projects.

Maintain stream width to prevent increased stream velocities.

Guard against depositing excessive silt loads into stream beds.

Schedule work for summer months so as to be completed before September.

Your favorable consideration regarding these matters will be appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Mr. R. Koski, Oregon State Game Commission

Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (4)
L. R. Chandler (4)
J. F. Putnam (8)

RECEIVED
APR 5 1965
STATE ... ENGINEER

FORM E-30 80M 7-64 SP*6229-704

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1965

6656

To: Mr. Lloyd P. Shaw
Ass't. State Hwy. Engr.
BUILDING

SUBJECT: Right of Way Status
E.R. Projects
March 30 Bid Opening

Referring to your letter of March 17, 1965 with copy of Mr. Wright's letter to L. H. Young regarding the above subject, the following information is provided for three projects. Under existing plan no additional right of way is required for Marks Cr. and Wood River Bridges.

Shitike Creek Bridge will require permit of entry for channel change and detour. The Warm Springs Agency has been approached by Division 4 right of way people. The agency people desire a change in the bridge location and a long channel for which there appears to be no money. Meetings were underway to see what could be done for other funds. When the agency people were convinced that other funds were not available, no difficulty was promised in obtaining the required permit.

Division 4 has been expecting word this week.

F. D. Morgan
Construction Engineer

By

J. E. Morelock
Chief Locating Engineer

JEM:ra

cc: Walter Wright
L. H. Young

FORM E-30X—SGN—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....

.....

SUBJECT:

To:

/

[illegible] request a list of projects for reports [illegible] March 30 this [illegible]. I have been able to learn the right of way status on only one of these projects. [illegible] Salmon and [illegible] will require the use right of way [illegible] Division Engineer Ray Mallory.

We have previously [illegible] the route of relocation [illegible] Creek Tunnel by letter on February 17, and by letter on February 20. I have checked all my sources of information and can find no one who can tell us the exact right of way status on the following projects:

[illegible]

There seems to be a possibility that channel changes or [illegible] for the location of these new projects will not require additional right of way, but I am unable to confirm that.

We have had no request for [illegible] of way activity on any of these projects, and have done nothing which would change the original [illegible] of way status. We therefore enjoy the same rights in the right of way as existed prior to the flood disaster.

[illegible]

By

[illegible]

[illegible]

cc: [illegible]
Lloyd [illegible]
[illegible]

ER-106(1) Fulton Canyon Sec. of Fulton 1965
Canyon-Wasco Hwy. (Stone Base
#6657 & Oiling)

RECEIVED
FEB 15 1966
FOR FILING
ER-106(1)
6657

February 14, 1966

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon

Gentlemen:

A post-final payment for $1,100.00 will be made to Meisel Construction Company on Contract No. 6657 for oiling and rock production on the Fulton Canyon Section of the Fulton Canyon-Wasco Highway in Sherman County as soon as the warrant is prepared.

The total amount paid on this contract will be $132,005.88 including the post-final payment. Of the total $1,493.25 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Meisel Construction Company
Box 206
McMinnville, Oregon

Jewett, Barton, Leavy & Kern
Failing Building
Portland 4, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
MAR 2 - 1966
FOR FILING

ER-106(1)

6651

January 26, 1966

#6

Meisel Construction Company
Box 254
McMinnville, Oregon

Gentlemen:

The State Highway Commission at its meeting on January 25, 1966 considered your request for an extension of time to complete Contract No. 6651 on the Fulton Canyon Section of the Fulton Canyon-Wasco Highway in Sherman County

After considering the recommendation of the Engineer and other available information the Commission extended the specified completion date to October 25, 1965, without assessment of liquidated damages.

Very truly yours,

Floyd [illegible]sery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhs

cc J F Putnam
Lowell Stratton
F D Morgan
L H Young
C H Matson
Bureau of Public Roads

Form CD-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLHBOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 23, 1965

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A.W. Parsons

SUBJECT: Oregon Project ER-106(1)
Fulton Canyon Section, Fulton Canyon - Wasco Highway
Request for Extension of Time

We have reviewed subject request as set forth in your letter of November 29, 1965.

According to our records, participating changes effected by extra work are in a total amount of $1,717, which when prorated on the basis suggested will justify approval of 2 days. We are hereby giving our concurrence of this amount, and will consider the nonparticipating items to be outside our jurisdiction.

Dkt 1/7

4 copies

REFERRED TO
Bond - Young
By Asst. State Hwy. Engr.
12-29-65

nothing to me

RECEIVED
DEC 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM B-30X—90M—1-63 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 18, 1965

B/Ltr 1-7

To: Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

SUBJECT: Fulton Canyon Section
Fulton Canyon-Wasco Highway
ER-106(1)

Attention: John Bond

The contractor, C. C. Meisel, stopped in to see me today to discuss his request for an extension of time on this project. He was advised that we had only been able to justify an extension of five calendar days which would leave a considerable penalty on the job.

Mr. Meisel brought up several points that bear investigating. One of them was his contention that he had been lead to believe that we would not count any time after he had completed the added stockpile at Rufus. This work was completed on November 23 and we continued to charge through November 30.

I have talked to Stratton about this matter and he advises me that it is entirely possible that the contractor did believe this to be a promise. Stratton advises me that he had talked to the Superintendent and told him that it appeared that the work would be completed when the Rufus pile was finished. Stratton recommends and I agree that we should allow these seven days.

Meisel also stated that he quoted a price of $1.35 a yard for the change of the stockpile from Fulton Canyon to Rufus. Later on Mr. Warfield negotiated him down to a price of $1.15 a yard but, according to Mr. Meisel, also told him that since he had come down in price, Warfield would attempt to get more time as a compensating factor. I have not been able to verify this allegation, but it appears valid enough.

It is also a fact that the contractor completed all the oiling work as expeditiously as possible during good weather and that the job is an excellent one. Furthermore, the only work that was left undone when time ran out was the stockpiling operation.

Please, therefore, reanalyse this entire matter to find out if there is not justification for some additional time.

F. B. Klabee
Assistant State Highway Engineer

FBK:erb

cc: Forrest Cooper
R. L. Porter

FORM E-90 80M 9-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1965

SUBJECT:

To:
Mr. F. B. Klaboe
Asst. State Highway Engineer
BUILDING

Extension of Time
Fulton Canyon Section
Fulton Canyon-Wasco Highway
Contract No. 6657

Attached is a request from Meisel Construction Company, contractor on the subject contract for an extension of the specified completion date from October 15 to November 15, 1965, without the assesment of liquidated damages. The contractor's request is based on a delay between the time of receiving bids and the receipt of signed contracts by the contractor, and additional work added to the contract by price agreements and extra work orders.

The contractor's contention that there was an unreasonable delay between the letting date and the date he received the contract for signature cannot be considered as a valid reason for a time extension. The 1964 standard specifications, which control this project, indicate that a delay in excess of twenty days between the date that the bids are received and the date that the contract is mailed to the contractor may be considered as a reason for a time extension. The contract letting date for this project was July 20. The contractors received the contract documents for signature August 3, 1965. This is fourteen days and therefore is not a justifiable reason for a time extension.

The additional work added to the contract by price agreement and extra work order (excluding anticipated items such as "flagging", "temporary signing", and also price agreements which cover the purchase of reject crushed materials and a change in asphalt type) amount to $7,464 which is 5.68% of the original contract amount. Applying

this percentage against the original eighty-six calendar days set up for this project justifies an extension of five calendar days.

The specified completion date for this project is October 15, 1965. The anticipated completion date is November 30, 1965. This over-run represents 46 calendar days amounting to $4,600.00 in liquidated damages based on the penalty rate of $100 per day.

We recommend that the specified completion date be extended to October 20, 1965. This will reduce the anticipated liquidated damages to $4,100.00.

This matter has been discussed with the Bureau of Public Roads Area Engineer who has indicated that our reasons for granting an extension appear to be valid, but indicated that the matter would have to be reviewed when it is formally presented.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By

John Bond
Staff Assistant

JB:nh

Enc.

RECEIVED
NOV 9 1965
OFFICE OF

RECEIVED
JAN 17 1966
FOR FILING

ER-106(1)

6657

January 14, 1966

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon

Gentlemen:

Contract No. 6657 awarded to Meisel Construction Company for oiling and rock production on the Fulton Canyon Section of the Fulton Canyon-Wasco Highway in Sherman County was completed on November 30, 1965, and accepted by the Highway Commission on January 14, 1966.

Final payment, in the amount of $6,499.19 will be released to the contractor after January 21, 1966. The total contract amount is $130,905.66 including $1,493.25 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Meisel Construction Company
Box 206
McMinnville, Oregon

Jewett, Barton, Leavy & Kern
Failing Building
Portland 4, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 14 1966
FOR FILING
ER-106(1)
6657

January 14, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed November 30, 1965, on Contract No. 6657. The contract was with Meisel Construction Co. and was for oiling and rock protection on the Fulton Canyon Section of the Fulton Canyon-Moro Highway in Sherman County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 14, 1966, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. E. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Hinson
J. F. Putnam

bg

RECEIVED
JAN 11 1966
FOR FILING

ER 106 (1)

6657

January 11, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 6
January 25, 1966 meeting

Gentlemen:

Knisel Construction Company, contractor on the Fulton Canyon Section of the Fulton Canyon-Wasco Highway in Sherman County, Contract No. 6657, requests an extension of the completion date from October 15 to November 15, 1965. The request is based on the delay in receipt of the signed contracts and work added to the contract by Price Agreement and Extra Work Order.

Fourteen days elapsed between the date of receipt of bids and the date the contractor received the contract for signature. The contract allows a 20-day period. Work added to the contract by Price Agreement and Extra Work Order, excluding anticipated items and nonwork items amounts to 5.66 percent of the original contract amount. This justifies an extension of five calendar days.

An extra stockpile of 3/8"-0 material was built at the plant during the last week of the project time. We recommend an additional six days be allowed for this work, which will make a total of 11 days.

I recommend that the specified completion date be advanced to October 26, 1965. Based on the actual completion date of November 30, 1965, this will reduce the liquidated damages to $3,500. This is a Federal-aid Emergency Recovery Project and we have Bureau of Public Roads' concurrence.

This matter will be on the agenda for your consideration at the January 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

JAB:fp bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6657 Contractor Meisel Construction Co.

Highway Fulton Canyon-Wasco

Section Fulton Canyon

Kind of Work Oiling and Rock Production

It is recommended that such extension be granted as requested under the following terms and conditions:

Contract provisions allow a twenty day delay between receipt of bids and mailing of contracts, fourteen days delay occurred on this job so no extension is justified.

Work added to the contract by price agreement and extra work order (excluding anticipated items, purchase of reject materials and change in asphalt) justifies a five day extension.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 6657

Project designation ER-106(1)
State—Federal

Date awarded July 22, 1965

Work started August 4, 1965

Per cent completed 78% 10-31-65
Date

Specified completion date October 15, 1965

Previously extended to None

Extension requested to October 20, 1965

Form E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date October 15, 1965

Gentlemen:

We, the undersigned, respectfully request an extension of 30 days time, from October 15, 19 65, to November 15, 19 65, within which to complete our Contract No. 6657, described as follows:

The above request is based upon the following reasons:

1. Excessive elapsed time between receiving of bids by the State Highway Commission and receipt of signed Contracts so that work could begin.

2. The State Highway Department has executed two Price Agreements and four Extra Work Orders and made them a part of the original contract which have increased the amount of work to be done and therefore have to some degree increased the time required to do the work.

See attached letter of explanation.

Respectfully submitted,

Meisel Const Co.
Contractor

By O T Meisel

CONSENT OF SURETY

Date October 15, 19 65

We, RELIANCE INSURANCE COMPANY, a Pennyslvania Corporation

, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

RELIANCE INSURANCE COMPANY

By: S. H. Melrose, Jr.
S. H. Melrose, Jr. Attorney-in-fact

J. B. L. & K. CORPORATION (SEAL)

By: S. H. Melrose, Jr.
Resident Agent

State Printing 97813

HIGHWAY CONSTRUCTION

CRUSHED QUARRY ROCK

Meisel Construction Co.

BOX 206
McMINNVILLE, OREGON
TELEPHONE 472-6312

October 15, 1965

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

My request for extra time to complete my Contract No. 6657 is based on facts as follows: My equipment was available and ready to move onto the job at the time of the letting on July 20th. However I did not receive contracts for my signature until August 3rd and a week later received the official signed and approved contract from the Oregon State Highway Department.

Since starting the Fulton Canyon job I have signed two price agreements and have been given four Extra Work Orders which have been incorporated into the above said Contract. This has increased the amount of work required to complete the job.

From the beginning of work on the Fulton Canyon job we have concentrated heavily on the road surfacing and oiling knowing that the critical part of the work was completing the oiling at as early a date as possible and while we were still favored with warm weather. We finished the final seal on the oil job on October 13th. The weather was still good and temperature in the 70's.

In order to accomplish completion of the oiling at the above date we were required to run continuously from beginning of the work on a 10 hr shift and on some occasions 12 hrs on oiling. Due to the overtime pay our payroll expenses are far above contemplated. However our oil job shows the results of proper application during good weather.

The part of the Contract yet to be completed is crushing and stockpiling of maintenance rock which in all probability will not be needed or used until next year. I, therefore, feel that the Highway Department will not suffer an inconvenience and very little expense due to the stockpile operation.

Considering the above stated facts I feel that I have good and sound reasons for requesting an extension of time and ask that you give due consideration to my request.

Very respectfully yours,

C. C. MEISEL

CCM/r
cc: J. F. Putnam, Div Engr

FORM H-30 50M 2-65 SP°6670-736

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 7, 1966

SUBJECT: Fulton Canyon Section
Fulton Canyon-Wasco Highway
ER-106(1)

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have reconsidered Mr. Meisel's request for time extension, particularly the point which he has brought up about completion of the 3/8"-0 stockpile at Rufus. This stockpile, which had been relocated at Rufus by Price Agreement was intended to contain 5,000 yards which was the quantity of this size set up in the contract. The stockpile was actually accepted as complete on November 24 with about 4,000 yards in it. The remaining 1,000 yards was subsequently put in a new pile at the crusher.

The contractor was led to believe that the project would be considered complete with completion of this Rufus stockpile. Apparently this was to compensate for the extra work involved in finishing and building the smaller, and extra, 1,000 yard stockpile. This also forgives the time required to finish the guard rail painting which was not done until November 27.

Under the circumstances, we recommend that 6 days, in addition to the 5 days already recommended in our November 9 letter be allowed. The 5 days were based on some very liberal interpretations in the contractor's favor. It is true that the oiling work was completed with good results prior to the October 15 specified completion date. However, the 4,800 lineal feet of guard rail required was not even started until November 1. The contractor did not start dozing in the quarry until August 24, which was 22 days after the contract was submitted to him. A chart showing these dates and the job progress has been given to you.

Since the new 6 days time recommended relates to non-participating work, no further concurrence from the Bureau of Public Roads is required. This request has not yet been submitted to the Highway Commission and a revised draft for this purpose is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:fp
Enc.
cc L. H. Young

RECEIVED
JAN 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

F. B. KLABOE
RECEIVED

RECEIVED
JAN 11 1966
FOR FILING

ER-106(1)

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
6657

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 3, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 30, 1965, on Contract No. 6657, Fulton Canyon Section, in Sherman County, in connection with Federal-Aid Project No. ER-106(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: January 3, 1966

Conditions noted on above date:

None

W. R. Grafe

A. W. Parsons
Division Engineer

By: G.R. Brooks
District Engineer

RECEIVED
JAN 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

1-11-66
REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

RECEIVED
NOV 30 1965
FOR FILING
FH-106(1)
1657

November 29, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Fulton Canyon Section
Fulton Canyon-Shaw Highway
Project No. FH-106 (1)

Dear Sir:

We have received from Reisel Construction Company, contractor on the subject project, a request for an extension of the specified completion date from October 15 to November 15, 1965.

The contractor's request is based on a delay between the time of receiving bids and the receipt of signed contracts by the contractor, and additional work added to the contract by price agreements and extra work orders.

The contractor's contention that there was an unreasonable delay between the letting date and the date he received the contract for signature cannot be considered as a valid reason for a time extension. The 1964 standard specifications, which control this project, indicate that a delay in excess of 20 days between the date that the bids are received and the date that the contract is mailed to the contractor may be considered as a reason for a time extension. The contract letting date for this project was July 20. The contractors received the contract documents for signature August 3, 1965. This is 14 days and therefore is not a justifiable reason for a time extension.

The additional work added to the contract by price agreement and extra work order (excluding anticipated items such as "flagging", "temporary signing" and also price agreements which cover the purchase of reject crushed materials and a change in asphalt type) amount to $7,444, which is 5.66 percent of the original contract amount. Applying this percentage against the original 86 calendar days set up for this project justifies an extension of five calendar days.

The specified completion date for this project was October 15, 1965. The anticipated completion date is November 30, 1965.

It is our recommendation that the specified completion date for this project be extended to October 20, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Kinloe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
J. F. Putnam

DES:nh bg

RECEIVED
OCT 14 1965
FOR FILING

Form P-300-66f

ER 106(1)

6657

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date OCT 1 1965 By _____
Title Div. Engineer
U.S. Bureau of Public Roads

Project Name Fulton Canyon ..... Date September 27, 1965

Highway Fulton Canyon-Wasco ..... Contract No. 6657

County Sherman ..... Prefix 128-1046

Contractor Meisel Construction Co. ..... F. A. Project No. ER-106(1)

Address P. O. Box 206, McMinnville, Oregon 97128 ..... Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Signing - Install, maintain, and remove temporary GUIDE signs. All work to be done as directed by the engineer and as provided in the special provisions and Section 4-8 of the Standard Specifications. Signs to be placed in accordance with Technical Bulletin No. 24, "Manual on Uniform Traffic Control Devices".

Equipment rental rates shall be in accordance with the State-AGC agreement and percentages allowable to the contractor in accordance with the special provisions of the contract. Work has not started.

Location by station numbers:

Throughout the project and between the end of the project and the town of Wasco.

Estimate of quantities and cost:

Equipment rental	$ 30.00
Labor	100.00
Misc.	10.00
Contractor's Percentage	21.00
	$161.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Special provisions provide for the closing of the highway during oiling operations. Refer also to Section 4-8 of the Standard Specifications. Funds authorized in the project authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 105,399.75
Present estimate of project cost, including $ 161.00 for work under this order	$ 105,399.75
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Lowell M. Stratton, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Mailed 10-13-65

RECEIVED
OCT 20 1965
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 17 1965 Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Fulton Canyon — Date September 13, 1965
Highway Fulton Canyon-Wasco — Contract No. 6657
County Sherman — Prefix 128-1046
Contractor Meisel Const. Co. — F. A. Project No. ER-106(1)
Address P. O. Box 206, McMinnville, Oregon — Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Place Riprap

Equipment rental rates shall be in accordance with the State - A.G.C. agreement and percentages allowable to the contractor in accordance with the special provisions of this contract.

Work has not started.

Location by station numbers:

0+00 (Between Columbia River Highway Bridge and Railroad R/W)

38+00

Estimate of quantities and cost:

Equipment Rental, AGC rates	$ 840
Labor	280
Misc.	100
Contractor's Percentage	183
Total	$1,403

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

To complete the riprap in areas that require additional riprap.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$105,399.75
Present estimate of project cost, including $1,403 for work under this order	$105,399.75
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ Lowell M. Stratton, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
SEP 9 - 1965
FOR FILING

EA-106(1)
6657

132

September 9, 1965

Mr. K. H. Fridley, Member
Oregon State Highway Commission
Post Office Box 46
Wasco, Oregon 97065

Dear Mr. Fridley:

At the August 23 Highway Commission meeting you asked that I investigate a complaint of Mr. Clem Welk that we had so constructed a right-of-way fence as to prevent his cattle from reaching a creek. This is in connection with the repair work in Fulton Canyon.

I find that so far no fence has been constructed although some staking of right-of-way may have taken place. The Department secured an entry permit from the Fultons (the owners of the property) with the understanding that after the construction was completed, a final description would be prepared that would fit the finished facility as closely as practicable. I am assured that most of the creek is available to Mr. Welk's livestock and will remain so.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Mr. Forrest Cooper
Mr. F. B. Klaboe
Mr. F. D. Morgan
Mr. J. F. Putnam

FBK:srb/RLP:ms

FORM E-30 50M 3-65 SP*6670-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1965

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Fencing Complaint
Fulton Canyon
Clem Welk
(Assignment: FBK-132)

The complaint of Clem Welk has been investigated. The property involved is owned by a Mrs. Fulton and Welk is a renter. It is located on the North Unit (Stations 35 to 68+) of the Fulton Canyon Section of the Fulton Canyon-Wasco Highway on which a rental type grading contract was just completed and a surfacing contract is under way.

A Permit of Entry was secured with right of way or construction easements to be acquired later on an acreage basis to fit the finished construction. No new fencing has been constructed on the Fulton property and it is not anticipated that any will be required. Some existing fencing was restored in about its original location.

The right of way transaction is not complete. At one time a tentative line for a section where there was a channel change did fall on the creek bank away from the highway, but this has been revised. There have been contacts with Mr. Welk in the field but without rapport. At any rate, most of the creek is accessible to his livestock and will remain so.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:bjm
Attachment (copy of Mr. Warfield's letter)

cc: J. F. Putnam

NOTED
R. L. PORTER

RECEIVED
SEP 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-90X—80M—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

August 30, 1965

SUBJECT: Complaint of Mr. Clem Welsh

To: Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

There is evidently some mistake on the complaint of Mr. Clem Welsh that he was fenced off from the creek in Fulton Canyon. I have checked this with Mr. Hawkins, Resident Engineer, and received the following information.

Mr. Welsh is a renter on property owned by Mrs. Fulton. At the time the right of way pins were being set, they did fall on the opposite side of the creek. The right of way was restaked through this section where most of it is not across the creek. There has been nothing definite on the settlement for this right of way, and no fence has been built.

I believe that Mr. Welsh was jumping the gun a little.

Original Approved by L. H. Warfield

L. H. Warfield
Assistant Division Engineer

LHW/ft

RECEIVED

FORM H-80X—50M—1-65 SP*6418-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

August 30, 1965

SUBJECT: Complaint of Mr. Clem Welsh

To: Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

There is evidently some mistake on the complaint of Mr. Clem Welsh that he was fenced off from the creek in Fulton Canyon. I have checked this with Mr. Hawkins, Resident Engineer, and received the following information.

Mr. Welsh is a renter on property owned by Mrs. Fulton. At the time the right of way pins were being set, they did fall on the opposite side of the creek. The right of way was restaked through this section where most of it is not across the creek. There has been nothing definite on the settlement for this right of way, and no fence has been built.

I believe that Mr. Welsh was jumping the gun a little.

Original Approved by L. H. Warfield

L. H. Warfield
Assistant Division Engineer

LHW/ft

RECEIVED
AUG 31 1965
CONSTRUCTION

FORM E-20 80M 12-62 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 25, 1965

SUBJECT:

To: F. B. Klaboe
Assistant State Highway Engineer

O F F I C E

At the Commission meeting on August 23, Mr. Fridley stated that he had received a complaint from a Mr. Clem Welsh that in staking the right-of-way on the Fulton Canyon Section the creek had been fenced off from his livestock.

Will you please look into this situation and see if some relief can be afforded.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
AUG 27 1965
CONSTRUCTION

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

DEARIVE

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM FHWA-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
FO.9-50.-	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO. ER-106(1) 2 6657	*(PPM 21-7)* 9-3-65	COUNTY Sherman
		PROJECT NO. ER-106(1)

original filed 6572

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Columbia River Highway - Wasco Section of the Fulton Canyon Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	2-24-65	2.600
RIGHTS-OF-WAY		
CONSTRUCTION	4-7-65 6-30-65	2.600
*OTHER *(Specify)*		

FUNDS — Pro Rata 63.45%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 264,436.00	$ 167,623.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Knowles

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer September 3, 1965

RECEIVED
AUG 31 1965

FOR FILING
ER-106(1)

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

project agreement if additional funds are required.
Date AUG 19 1965 /s/ W. H. Swarthout
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Fulton Canyon — Date August 17, 1965
Highway 66-2 Fulton Canyon-Wasco — Contract No. 6657
County Sherman — Prefix 128-1046
Contractor Meisel Const. Co. — F. A. Project No. ER-106(1)
Address P. O. Box 206, McMinnville, Oregon — Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Concrete Masonry

Equipment rental rates shall be in accordance with the State - A.G.C. agreement and percentages allowable to the contractor in accordance with the special provisions of this contract.

Work has not been started.

Location by station numbers:

Station 5+00

Estimate of quantities and cost:

Labor	$125
Equipment Rental	53
Material	95
Contractors Percentage	41
	$314

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The roadbed is too narrow at the end of the box culvert due to slope erosion. It is necessary to repair this before the surfacing is placed.

Group 1 - Participating

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 105,399.75
Present estimate of project cost, including $ 314 for work under this order	$ 105,399.75
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by /s/ Lowell M. Stratton, Resident Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approved /s/ L. H. Young, State Highway Engineer, Assistant State Highway Engineer, Bridge Engineer, Construction Engineer or Office Engineer.

State Printing

Young 8-31-65

RECEIVED
AUG 12 1965
FOR FILING

ER-106(1)

6657

August 11, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 4, 1965, on Contract No. 6657, Fulton Canyon Section, in Shannon County, in connection with Federal-Aid Project No. ER-106(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

KMR:ed

Form CD-121 (1-63) (Pres. by A.O. 20-11-D)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED AUG 3 - 1965

FOR FILING

ER-106(1)

TO Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6657

FROM A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: July 29, 1965

In reply refer to: 08-35.2-EC

SUBJECT: Oregon Project ER-106(1)
Fulton Canyon Section
Oiling

As requested in Mr. Young's letter of July 26, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of July 22, 1965 in the award of contract No. 6657 to Meisel Construction Co., of McMinnville, Oregon, low bidder in the amount of $131,522.00 at the July 20, 1965 bid opening.

REFERRED TO
Dy. Asst. State Hwy. Engr.
8-3-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 1 2 1965
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 2 1965 [signature] Title Dist. Engineer
U.S. Bureau of Public Roads

FK 106(1)

Project Name Fulton Canyon Date July 28, 1965.
6657
Highway Fulton Canyon-Wasco Contract No. 6657
County Sherman Prefix 128-1046
Contractor Meisel Const. Co. F. A. Project No. ER-106(1)
Address P.O. Box 206, McMinnville, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State Participation in Flagging Costs

Work has not started.

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Flagging (State Share: 57½%) $500.00

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Authority for this work is provided for in the Special Provisions and Project Authorization of the Contract.

Group 1 - Participating

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 105,399.75
Present estimate of project cost, including $ 500.00 for work under this order	$ 105,399.75
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Lowell M. Stratton, Resident Engineer
Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer
Approval Recommended: /s/ J. F. Putnam, Division Engineer
Approved /s/ L. H. Young, ~~State Highway Engineer~~ Office Engineer.

State Printing

young 8-12-65

RECEIVED
JUL 26 1965

COMMISSIONERS
Fred L. Hadlock, Chairman
Medford
Kenneth N. Frigley, Member
Waco
David B. Simpson, Member
Portland
Floyd Query, Secretary
Salem

ER-106(1)

6657

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Forrest Cooper
State Highway Engineer
R. L. Porter
Deputy State Hwy. Engr.
G. E. Rohde
Chief Counsel

July 23, 1965

Meisel Construction Company
P. O. Box 206
McMinnville, Oregon

Gentlemen:

The State Highway Commission on July 22, 1965, awarded to you State Highway Contract No. 6657 for the following project:

Stone base and oiling on the Fulton Canyon Section of Fulton Canyon-Wasco Highway in Sherman County.

This award was based on your bid of $131,522.00 which was submitted to the Commission on July 20, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

A

Form CO-11
(11-63)
Prescribed by
A.O. 296-10)

UNITED STATES GOVERNMENT

Memorandum

ER-106(1)

TO 6657 Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 28, 1965

In reply refer to: 08-35.2-DA

BY: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-106(1)
Fulton Canyon Section
Oiling

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way is available for the project with no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's June 17 and June 23, 1965 reports.

Mr. Young's June 25, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

NOTED
F.B. KLABOE

Hearing waived. Copy to Oakes & Litchfield 7-1-65

RECEIVED
JUN 30 1965
OFFICE OF
STATE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-80N-3(46)81 The Dalles - Rdwy. illum. 1965
at intersect. of W. 6th St. with
#6658 Col. R. Hwy.

C8A 2856

RECEIVED
JUN 15 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

I-80N-3(46)81

TO 6658 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

DATE: June 13, 1966

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
L. R. Backlund
Administrative Manager

SUBJECT: Federal-aid Final Voucher Payments

The below listed final vouchers have been approved for payment in the amount submitted:

Project	Amount Claimed	Amount Approved
I-80N-3(46)81 6658	(22.21)	(22.21)
I-405-8(8)301 6603	(579.87)	(579.87)
I-105-4(101)195 R/W.	(4,677.24)	(4,677.24)

orig & Maison 6-14-66
copy & Young 6-15-66

RECEIVED
JUN 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 2 - 1966
FORM E-20 BDM 3-65 SP*6470-736

FOR FILING
I-80N-3(46)x1
66.4

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1966

SUBJECT: Assignment No. 393-FBK
A. W. Parsons, BPR

343 To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Please be advised that the illegal access to The Dalles City Dog Pound has been removed and relocated outside the access control limits. The Dalles City has moved their fence ten (10) feet.

This satisfies the second paragraph of letter from Mr. A. W. Parsons dated January 25, 1966. Office Engineering will notify the Bureau of Public Roads.

F. D. Morgan
Construction Engineer

FDM:fp
Enc.
cc L. H. Young
J. F. Putnam

RECEIVED
FEB 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 27 1966
FOR FILING
I-80N-3(46)81

Form CD-121 (11-63) (Proc. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 6658 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 25, 1966

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-80N-3(46)81, I-80N-3(43)81, I-80N-3(39)81
Final Acceptance

We have received requests for final acceptance for subject projects covering paving, landscaping and illumination work in The Dalles area.

Final acceptance of project I-80N-3(46) is contingent upon removal of the dog pound access opposite approximately Station 2262.

Final acceptance of the others will be contingent upon the above plus closing of R/W file 32302, project I-80N-3(21)81. Acceptance of the completed contract work on project I-80N-3(39)81 was given July 14, 1964, and project acceptance pending since that date.

Your early attention to this matter will be appreciated.

REFERRED TO
Young - Morgan
BY ASST. STATE HWY. ENGR.

Morgan - Please brief me on the status of this.

1-27-66

RECEIVED
JAN 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 8 - 1965
FOR FILING

I-80N-3(46)81
6658

December 8, 1965

St. Paul Fire & Marine Insurance Company
Pacific Department
200 Mills Building
San Francisco 4, California

Gentlemen:

Contract No. 6658 awarded to Trowbridge Electric Company for illumination installation in The Dalles on the West 6th Street in Wasco County was completed on November 2, 1965, and accepted by the Highway Commission on December 7, 1965.

Final payment in the amount of $415.85 will be released to the contractor after December 15, 1965. The total contract amount is $8,257.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Trowbridge Electric Company
721 S.E. Oak Avenue
Roseburg, Oregon

Ken Bailey Insurance Agency
830 S.E. Rose Street
Roseburg, Oregon

L. H. Young
C. H. Majson
Attn: John Herr

RECEIVED
DEC 6 - 1965
FOR FILING

I-RdN-3(46) 81

6658

December 7, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed November 2, 1965, on Contract No. 6658. The contract was with Trowbridge Electric Company and was for roadway illumination installation on the west 6th Street (The Dalles) Section of the Columbia River Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 7, 1965, and that you concur in this procedure at the Commission meeting on December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Foster
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
F. D. Morgan
L. H. Young
C. H. Maleon
J. F. Putnam

bg

RECEIVED
NOV 2 1 1965
FU

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-3(41)81
6654

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 15, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on Nov. 2, 1965, on Contract No. 6658, West 6th Street (The Dalles) Section, in Wasco County, in connection with Federal-Aid Project No. I-80N-3(46)81.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: November 16, 1965

Conditions noted on above date:

None.

A. W. Parsons
Division Engineer

By: G. R. Brooks
G. R. Brooks
District Engineer

RECEIVED
NOV 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
11-23-65
By Asst. State Hwy. Engr.

RECEIVED
SEP 23 1965
FOR FILING
I-80N-3(46) 81
6658

September 22, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 20, 1965, on Contract No. 6658, W. 6th St. (The Dalles) Section, in Wasco County, in connection with Federal-Aid Project No. I-80N-3(46)81.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HER:ia

RECEIVED
SEP 27 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR FILING
9-104

PROJECT REPORT NO.
I-80N-3(46)81
6
6658

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-3-65

STATE
Oregon

COUNTY
Wasco

PROJECT NO.
I-80N-3(46)81

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N W. The Dalles Interchange.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-28-65	0.00
OTHER *(Specify)*		

FUNDS

Pro Rata 92.25%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,312.00	$ 5,820.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lobre

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.
L. R. Backlund

Date executed by Division Engineer September 3, 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8906-P64

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(46)81

W. 6th ST. (THE DALLES) SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 13, 1965

Type Code X030
Illumination (Sta. 2262+00) (Contract #6658)

Roadway Illumination Installation, Complete	All Required (69%)	$	5,738.73
	Subtotal	$	5,738.73
	10% Engr. & Cont.		573.27
	Total	$	6,312.00

Length of project - - - - - - - - - - - - 0.00 miles

Federal Funds -	$5,820.00
State Funds -	492.00
Total -	$6,312.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

W. 6th ST. (THE DALLES) SECTION

STATE WORK

Roadway Illumination Installation, Complete	All Required (31%)	$ 2,578.27

G-7 69 %
G-9 31 %

Oregon State Highway Department

Federal-Aid
Project No. I-405-3(46)81

N. 6TH ST. (THE DALLES) SECTION OF THE
COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specification. Not as a basis for project agreement.)

Salem, Oregon, June 16, 1965

Type Code X020
Illumination (Sta. 2262+00)

Roadway Illumination Installation, Complete

All Required (69%)		$6,141.00
Subtotal		$6,141.00
10% Engr. & Cont.		614.00
Total		$6,755.00

Length of Project . . . . . 0.000 Miles

Federal Funds	$6,200.00
State Funds	555.00
Total	$6,755.00

W. 6TH ST. (THE DALLES) SECTION

STATE HWY

Roadway Illumination Installation, Complete	All Required (31%)	$2,739.00

Form CO-12A
(11-63)
(Prep. by
A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

AUG 3 - 1965

FOR FILE

I-SON-3(46)81

6658

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: July 29, 1965

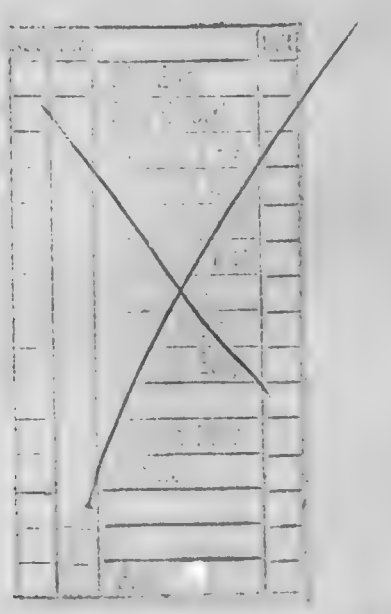
In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-SON-3(46)81
West 6th St.-The Dalles Section
Illumination

As requested in Mr. Young's letter of July 26, 1965 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of July 22, 1965 in the award of contract No. 6658 to Trowbridge Electric Co., of Roseburg, Oregon, low bidder in the amount of $8,317.00 at the July 20, 1965 bid opening.



REFERRED TO
[signature]
By Asst. State Hwy. Engr.
8-3-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 27 1965
FOR FILING

I-8DN-3(46)81

6658

July 26, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of July 21, 1965 is requested in the award of contract for the West 6th St.-The Dalles Section, Project No. I-[illegible]-3(46)81.

The contractor receiving the award is Trowbridge Electric Co. of Roseburg in the amount of $6,317.00 with the contract No. 6658 assigned. This bid was received on July 20, 1965 and awarded July 23, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceeding which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:cd
cc: F. B. Klaboe
I. D. Merchant

RECEIVED
JUL 26 1965
FOR FILING

COMMISSIONERS
[illegible] JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID S. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-80N-3(46)81

6658

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 23, 1965

Trowbridge Electric Company
721 S.E. Oak Avenue
Roseburg, Oregon

Gentlemen:

The State Highway Commission on July 22, 1965, awarded to you State Highway Contract No. 6658 for the following project:

Roadway illumination at intersection of West 6th Street with the Columbia River Highway in The Dalles in Wasco County.

This award was based on your bid of $8,317.00 which was submitted to the Commission on July 20, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO: Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: June 28, 1965

In reply refer to: 08-35.2-DA

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-3(46)81
N. 6th St. (The Dalles) Section
Illumination

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way is available for the project with no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's June 17 and June 23, 1965 reports.

Mr. Young"s June 25, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

NOTED
F.B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

I-80N-3(46)81

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 23, 1965

In reply refer to: 08-35.3-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Chase's June 9, 1965 letter transmitted one item for inclusion in the subject program. We hereby approve this Stage 2 project effective this date as detailed as follows:

Item	Project	Location	Work
410	I-80N-3(46)81	The Dalles Interchange (West)	Illumination

This action represents a total estimated cost of $12,000 of which $11,000 are reserved as Federal-aid Interstate funds.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 12 1965
FOR FILING
I-80N-3(46)81
6658

June 9, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for one project, Item 410, Project No. I-[illegible]-3(46)81, West The Dalles Interchange Section (Illumination), which we desire to have included in the Federal-Aid Interstate Highway Program.

We desire to receive bids for this project on July 20, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. H. Crabb
Asst. Office Engineer

RHCner

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 21

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65										ADT	PRESENT (66)–(70)	FUTURE (71)–(75)	YEAR
	1	I-80N W. The Dalles Interchange											4,800	8,500	75
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62									NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH Y (74)–(76)			
	Illumination Installation																		
CARD 4	CLASS OF FEDERAL FUNDS														COUNTY NAME				
	Interstate														W				
	NAME OF URBAN AREA 17-31														ROUTE NO.	FEDERAL-AID			
	The Dalles														I	I			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-18)	(19)	21	42	43–46	53		(54)–(58)	(59)–(66)	(67)–(76)
5					PE		I-80N West The Dalles Interchange			
5					ROW					
5					CONST (CODE)			0.0	12,000	11,000
							PROJECT TOTALS	0.0	12,000	11,000
									(16)–(23)	(24)–(33)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		4,800	8,500 (66) (70)	75 (71) (72)	08	Oregon	35 (2) (3)	042 (4) (9)	410 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	I- (14 23)	80-3(46) (7 13)		81 (24) (26)	N (27)

COUNTY NAME: Wasco — CODE: 065 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-80N (32) — STATE: (36) (37) — U.S.: I-80N (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			Illumination installation on the eastbound on and off ramps of the interchange.
					ROW - 200' normal; access control - full; parking restrictions - complete.
0.0	12,000	11,000	1,000		
0.0	12,000	11,000	1,000		
(16)	(23) (24)	(33)			

REMARKS
Additional Data - Items 146, 173, 191, 233 and 335; Projects I-80N-3(15), I-80N-3(19), I-80N-3(21), I-80N-3(27) and I-80N-3(39).

USCOMM DUSCOMM-DC 48908-P61

RECEIVED
JUL 15 1965
FOR FILING
I-80N-3(46)81
6658

Salem, Oregon
June 9, 1965

MISC. CONTRACTS and
AGREEMENTS No. 2856

Agenda Item 4-p

3515

Mr. F.B. Crandall
Traffic Engineer
BUILDING

Illumination
West The Dalles Interchange - I-80N
&
6th Street in The Dalles

Attached is a conformed copy of an agreement with the City of The Dalles covering an installation of illumination on the West The Dalles Interchange (I-80N) and 6th Street.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of The Dalles.

Secretary

rm
Attach: 1

RECEIVED
MAY 25 1965
FOR FILING
I-80N-3(46)81
6658

May 24, 1965

Oregon State Highway Commission

Gentlemen:

A State-City agreement has been prepared covering the installation of illumination on the West The Dalles Interchange (I-80N) and 6th Street in The Dalles.

This agreement has been executed by the City of The Dalles and provides that the State shall do the work on the project at an estimated cost of $12,000. This is an interstate project. The State is to maintain the units after installation and the City is to pay for all electrical energy consumed.

We recommend your approval of the agreement and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the June 1 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
Victor D. Wolfe
P. B. Crandall
C. H. Maison
J. F. Putnam

muc fn

(8-12) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE.
Salem, Oregon 97301

DATE: May 6, 1965

In reply refer to 08-35.4-DA

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Illumination - West The Dalles Interchange
Oregon Route 80N, Columbia River Highway

We have received your request of April 20, 1965 with attached preliminary plans requesting our concurrence and participation, subject project.

This work is considered eligible as an Interstate project, within the limits of the access controlled area, and our approval is hereby given.

RECEIVED
MAY 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TRAFFIC CONTROL
ENGR.

RECEIVED
MAY 13 1965
OFFICE ENGINEERING
DIVISION

NOTED
TOM EDWARDS

NOTED
L. E. GEORGE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 20 1965
FOR FILING

I-80N-3(46)81

6658

April 20, 1965

33-2
3390

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

This is to request your approval of illumination of the West The Dalles Interchange on I-80N in The Dalles as a Federal participating project in accord with the attached plan. The State-Federal portion of the work is estimated to cost $12,000.

The City has agreed to provide lineal illumination on Sixth Street from the Webber Street intersection easterly to connect with existing lineal illumination. The City will also pay the power consumption costs for the luminaire units to be installed under the proposed project.

In regard to warrants and with respect to those listed in AASHO's "An Informational Guide for Lighting Access Highways", such illumination qualifies under Cases "E" and "K".

Your early consideration and approval of the illumination project as outlined will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

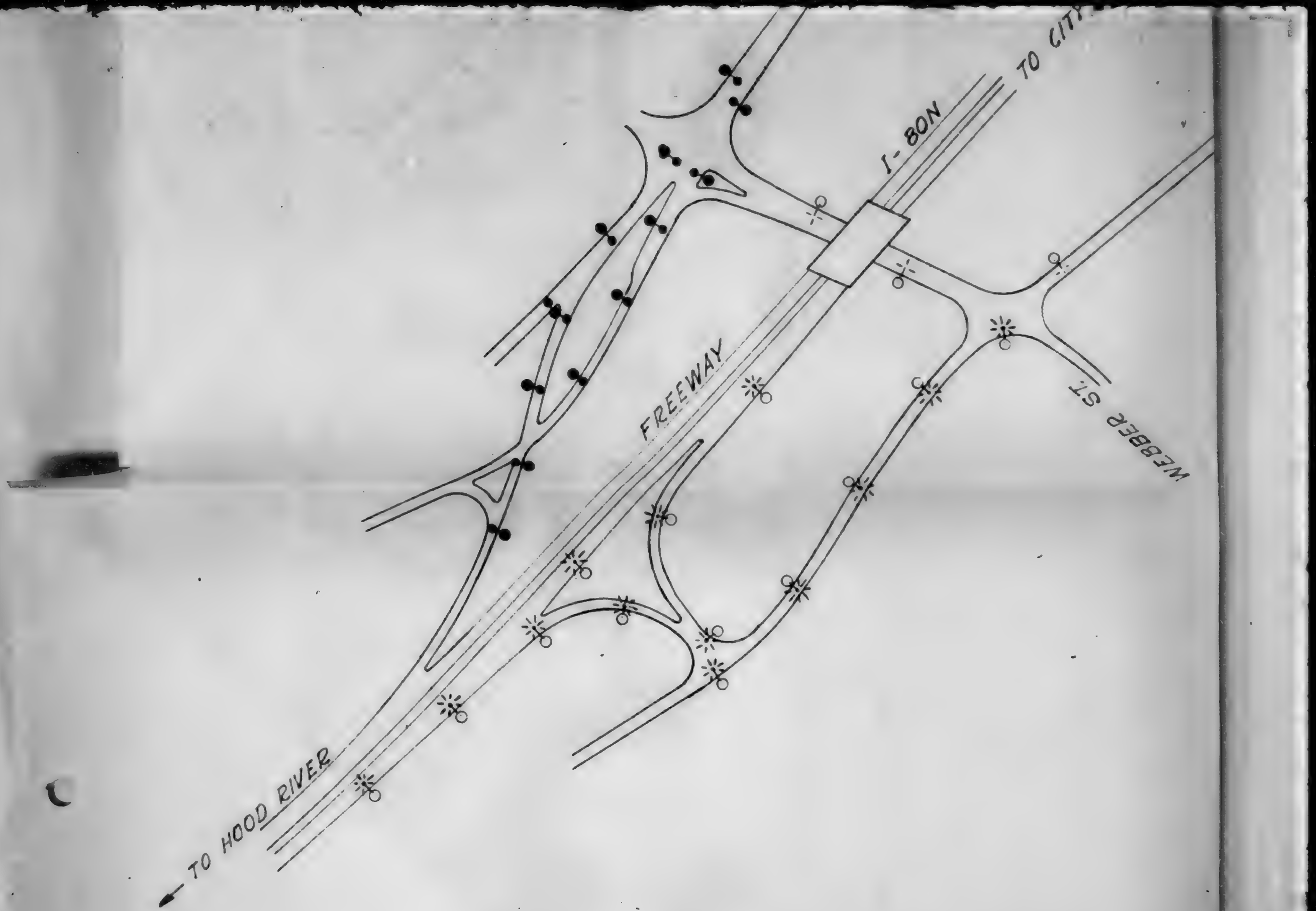
By

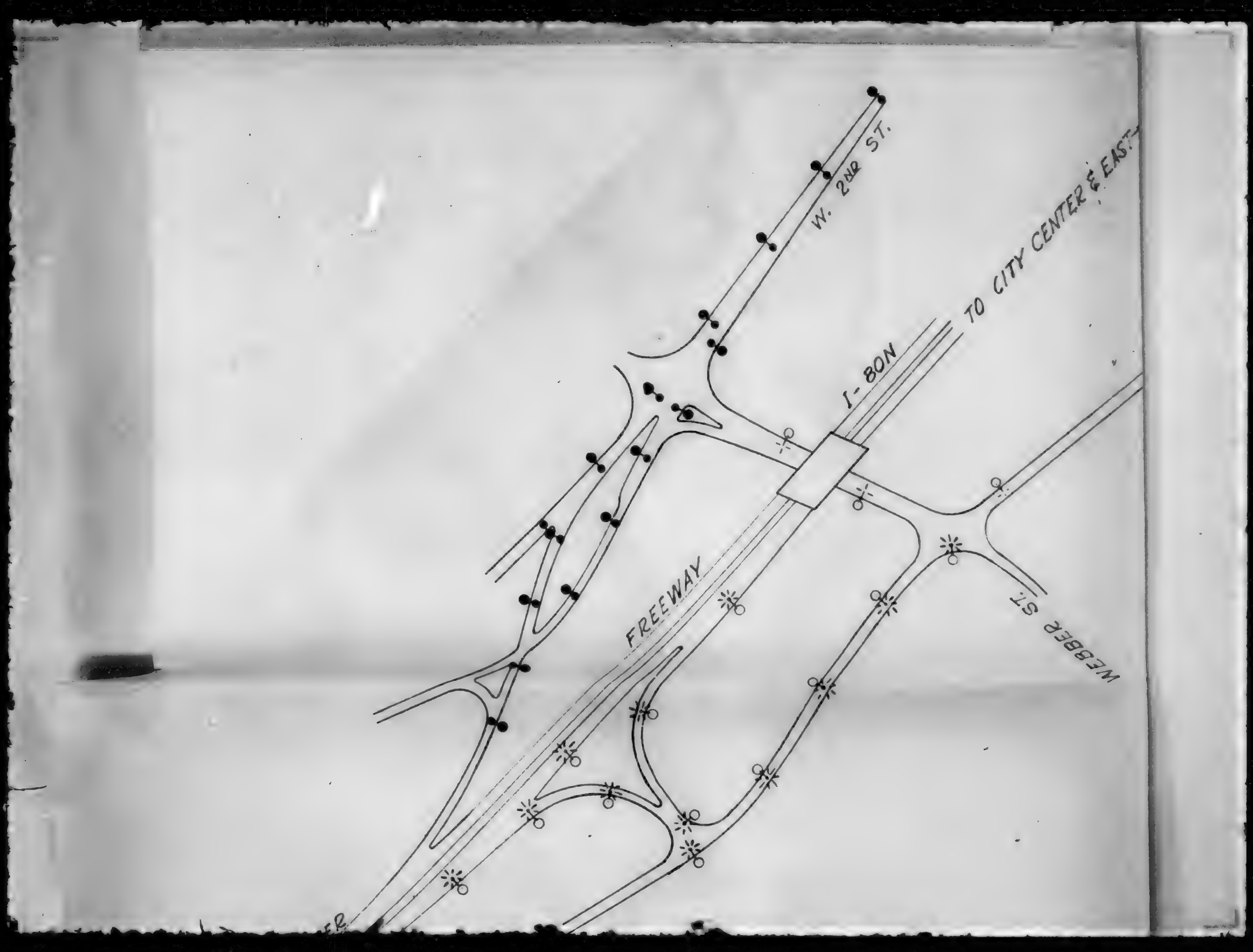
Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
F. B. Crandall
J. F. Putnam

FBC:njc jwa


TO CITY
I-80N
FREEWAY
WEBBER ST.
TO HOOD RIVER


W. 2ND ST.
TO CITY CENTER & EAST
I-80N
FREEWAY
WEBBER ST.

WEBBER ST.

LEGEND

●● Existing 21,000 Lumen Mercury Vapor Light(to remain in serv

-|-○ 21,000 Lumen Mercury Vapor Light.(TO BE INSTALLED BY CITY)

✳○ 21,000 Lumen Mercury Vapor Light(TO BE INSTALLED BY STAT

PR

WEST

CITY CENTER & EAST →

service)
CITY)
STATE)

WEST SIXTH ST.

TERMINAL AVE.

21,000 lumen mercury vapor light to replace 2500 lumen incandescent

CHENOWITH RD.

PROPOSED STREET LIGHTING

WEST SIXTH ST. & WEBBER ST. & INTERSTATE 80N

THE DALLES

APRIL 13, 1965

RECEIVED
APR 20 1965
FOR FILING

I-80N-3(46)81

6658

3302
3390

April 16, 1965

Mr. C. Dean Smith
City Manager
City Hall
The Dalles, Oregon

Dear Mr. Smith:

This will acknowledge your letter of April 7 in regard to the proposed illumination of the West The Dalles Interchange on I-80N in The Dalles and also illumination on West Sixth Street.

There are attached two copies of an agreement covering this work. Will you please have these agreements executed by your Mayor and City Recorder and returned to me. Your attention is drawn to Item No. 5 under Things To Be Done By The City wherein it is necessary that the City Council pass an ordinance or resolution authorizing the Mayor to sign.

We are also presenting this matter to the Bureau of Public Roads; and, upon obtaining its approval and the execution of the State-City agreement, we will prepare the plans and specifications and let the installation to contract.

Your cooperation in this matter is appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
J. F. Putnam

Enclosures (2)

VPJ:ji sw

OFFICE OF: THE CITY MANAGER

CITY HALL THE DALLES, OREGON

April 7, 1965

Tom Edwards
Ass't. State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Edwards:

This letter is written in response to your letter dated March 29th regarding the lighting proposal for the highway interchange at the area near West 6th and Webber Road.

The City Council discussed your written offer at their regular meeting of April 5, 1965. They moved to approve the proposal and asked me to proceed. Therefore, would you take the necessary action to initiate construction of the 13 lights that will be installed by the State and we in turn, will proceed with the Pacific Power and Light Company to install the five units under the responsibility of the city. We agree to pay the power cost in the future for the lights installed by the State.

Please send the agreement covering this project as you indicated in your letter plus apply for Bureau of Public Roads approval. For any other requirement feel free to call on me.

Very truly yours,

C. Dean Smith
City Manager

CDS/mlw

cc Councilman Matthew

Discuss 7 days

RECEIVED
APR 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 12 1965
TRAFFIC ENGINEERING

RECEIVED
MAR 30 1965
FOR FILING

I-80N-3(46)81
6658

March 29, 1965

3302

Mr. C. Dean Smith
City Manager
City Hall
The Dalles, Oregon

Dear Mr. Smith:

We have examined the lighting proposal that you have submitted with your letter of March 11. Several minor revisions appear to be in order.

Subject to approval and participation of the entire installation by the Bureau of Public Roads, the Highway Department will install the lighting units shown in red on the attached plan and pay 100 per cent of the first cost and future maintenance for these units. The remainder of the units on S. Sixth Street between Weber Street and Chenoweth Road would be the responsibility of the City completely.

As stated in my previous letter, we would also ask that the City of The Dalles assume the power cost for all units, both those installed by the City and those installed by the State.

There are a total of 13 units, shown in red, that would be installed by the State. The additional units indicated on the Interstate Highway are necessary to provide safe acceleration and deceleration into the lighted area at the ramp terminal.

If the above-mentioned plan meets with your approval, would you so indicate and we will transmit to you an agreement covering this project. As stated previously, however, the entire project will require final approval and participation by the Bureau of Public Roads before it can be accomplished.

Very truly yours,

Forrest Cooper
State Highway Engineer

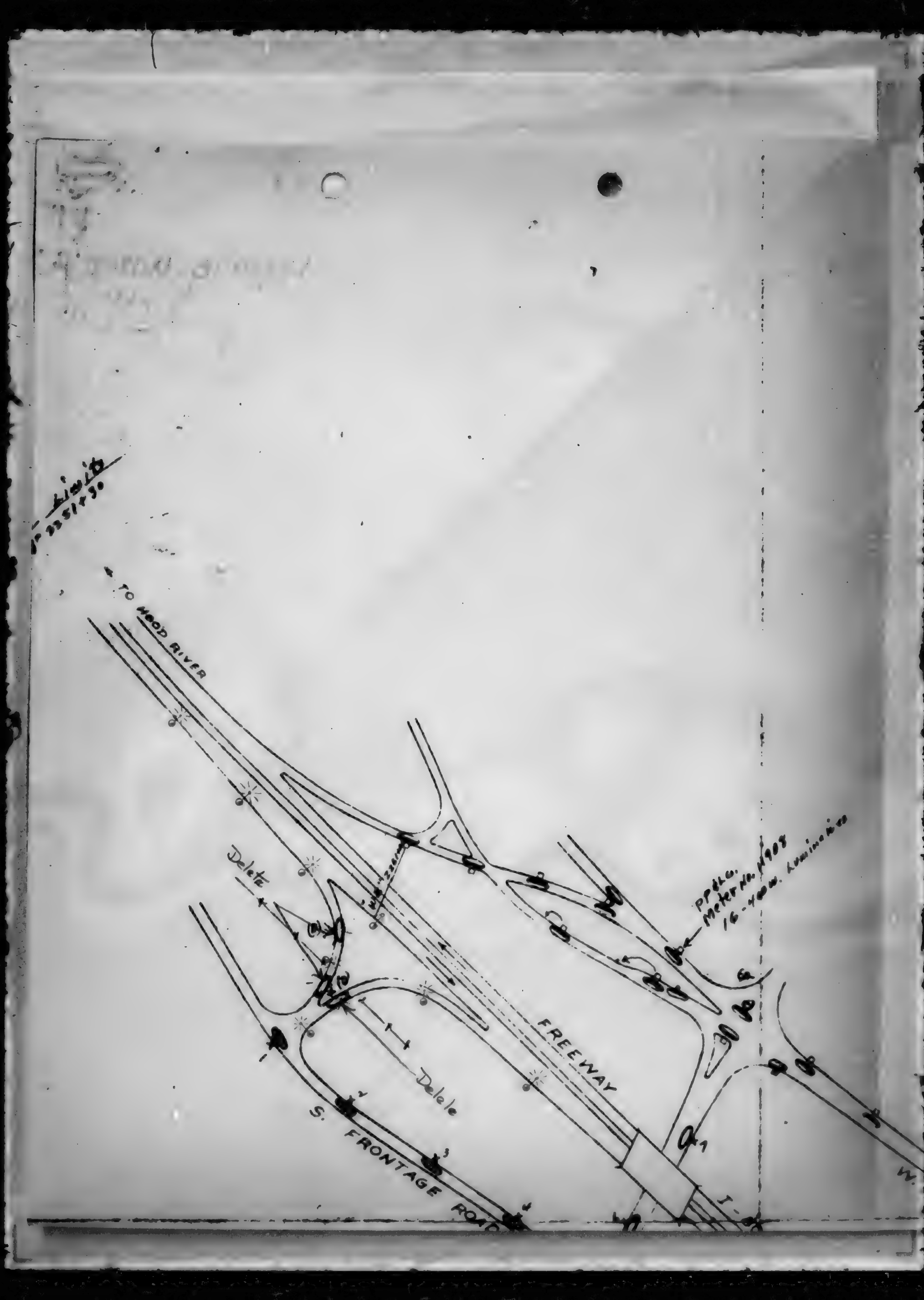
Attachment

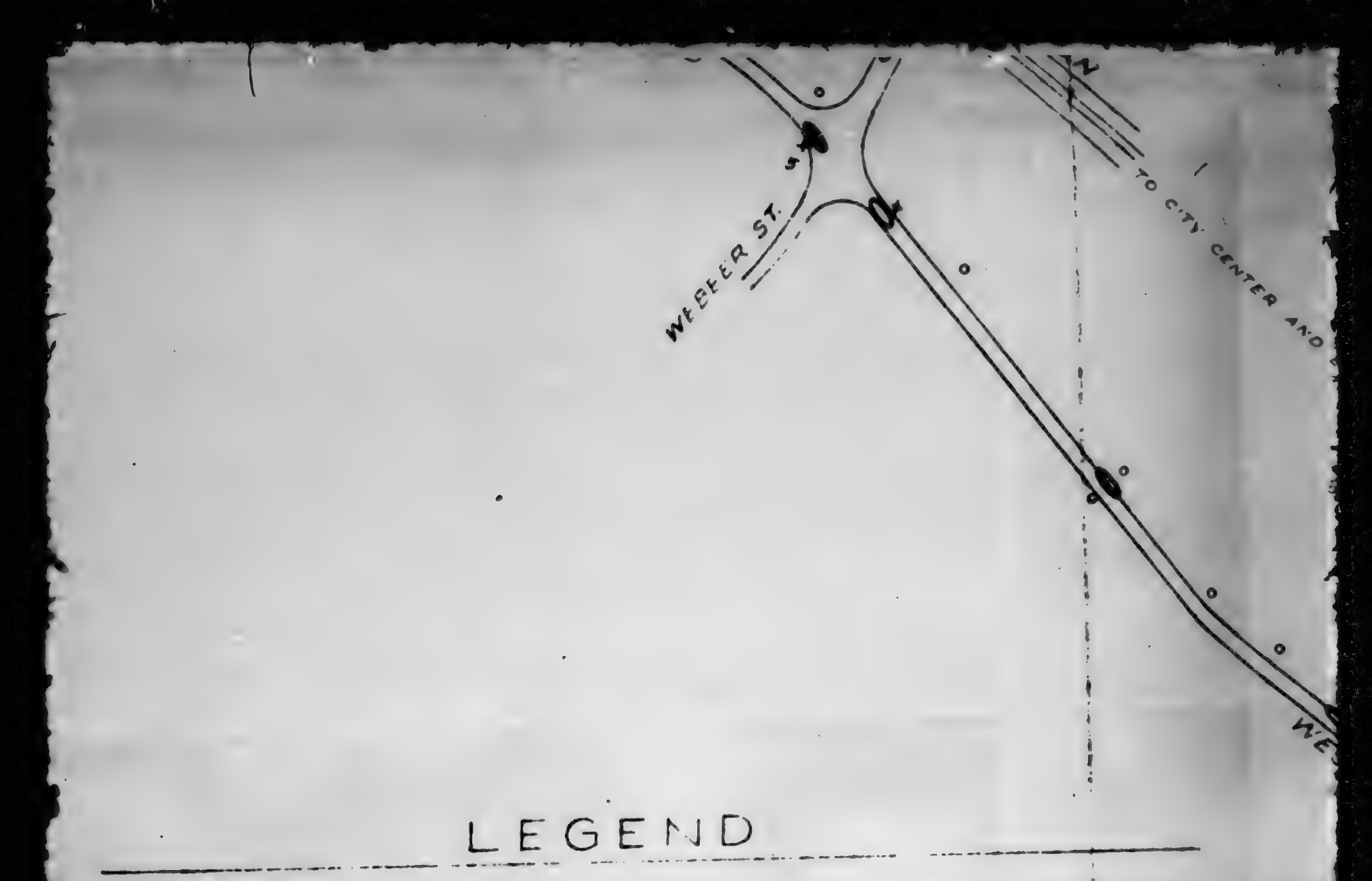
By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
J. F. Putnam

LEG:aa jwa


HOOD RIVER
Delete
Delete
FREEWAY
S. FRONTAGE ROAD
PP&L Co.
Meter No. M903
16-400 w. Luminaires
W.



LEGEND

1 - PROPOSED 21,000 LUMEN MERCURY VAPOR STREET LIGHT TO REPLACE 2500 LUMEN INCANDESCENT

14 - PROPOSED 21,000 LUMEN MERCURY VAPOR STREET LIGHT IN NEW LOCATION

EXISTING 21,000 LUMEN MERCURY VAPOR STREET LIGHT TO REMAIN IN SERVICE

EXISTING METAL POLE (UNDERGROUND CIRCUIT)

1 - PROPOSED METAL POLE (UNDERGROUND CIRCUIT)

EXISTING WOOD DISTRIBUTION POLE

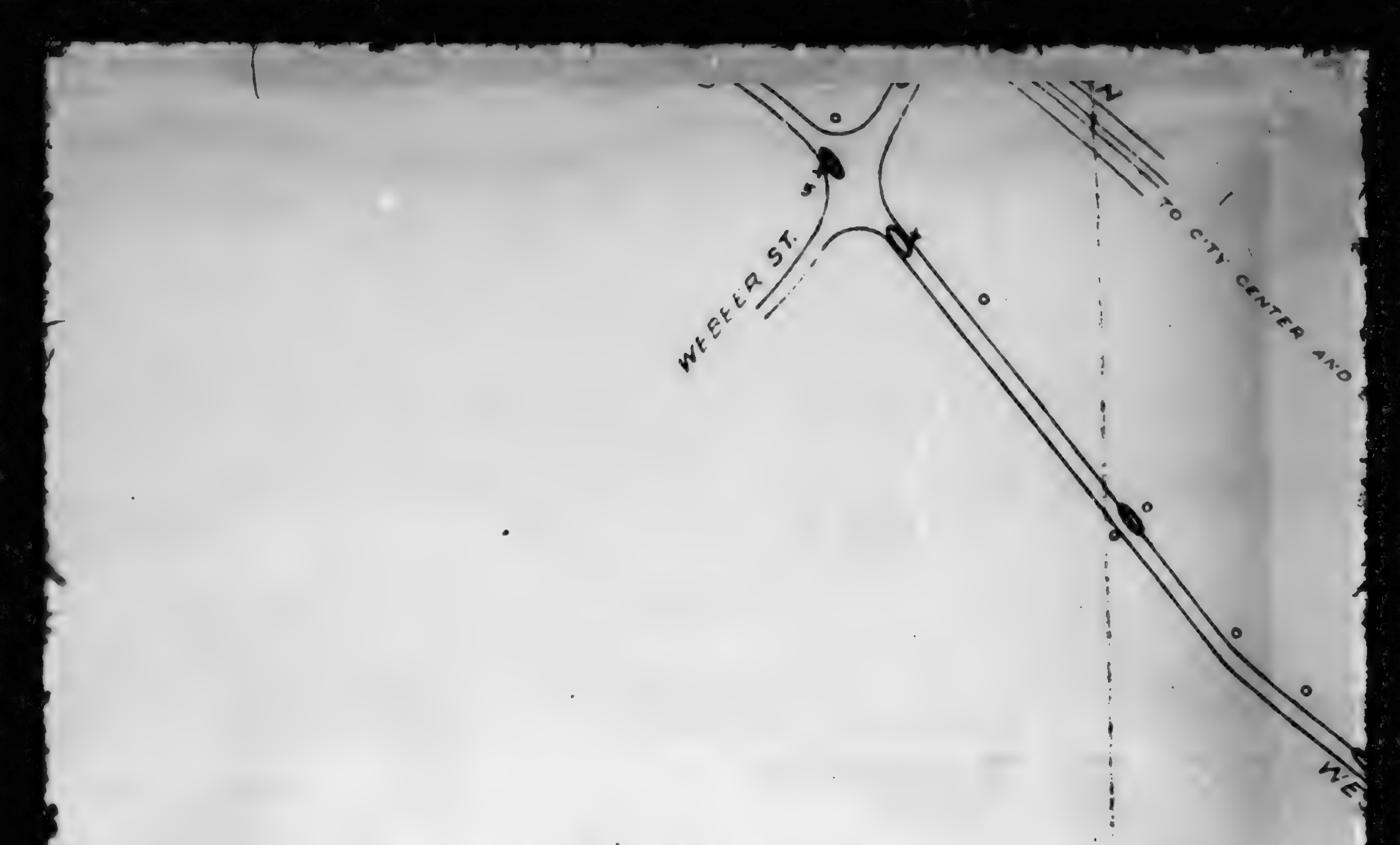
PROPOSED DISTRIBUTION TYPE WOOD POLE

EXISTING STATE-OWNED 21,000 LUMEN MERCURY VAPOR LIGHTS ON METAL POLES (UNDERGROUND CIRCUIT)

Install Mercury Vapor Light

NOTE: ALL LIGHTS PROPOSED HEREIN ARE TO BE MOUNTED ON WOOD POLES WITH OVERHEAD CIRCUIT WITH THE EXCEPTION OF ONE LIGHT SOUTHEAST OF TERMINAL AVENUE, WHICH IS TO BE MOUNTED ON A METAL POLE WITH UNDERGROUND CIRCUIT.

H.F.W. / T.C. 2-18-'65 REVISED 3-10-65 (7 LIGHTS DELETED AT CITY'S REQUE



LEGEND

1 - PROPOSED 21,000 LUMEN MERCURY VAPOR STREET LIGHT TO REPLACE 2500 LUMEN INCANDESCENT

14 - PROPOSED 21,000 LUMEN MERCURY VAPOR STREET LIGHT IN NEW LOCATION

EXISTING 21,000 LUMEN MERCURY VAPOR STREET LIGHT TO REMAIN IN SERVICE

EXISTING METAL POLE (UNDERGROUND CIRCUIT)

1 - PROPOSED METAL POLE (UNDERGROUND CIRCUIT)

EXISTING WOOD DISTRIBUTION POLE

PROPOSED DISTRIBUTION TYPE WOOD POLE

EXISTING STATE-OWNED 21,000 LUMEN MERCURY VAPOR LIGHTS ON METAL POLES (UNDERGROUND CIRCUIT)

Install Mercury Vapor Light

NOTE: ALL LIGHTS PROPOSED HEREIN ARE TO BE MOUNTED ON WOOD POLES WITH OVERHEAD CIRCUIT WITH THE EXCEPTION OF ONE LIGHT SOUTHEAST OF TERMINAL AVENUE, WHICH IS TO BE MOUNTED ON A METAL POLE WITH UNDERGROUND CIRCUIT.

H.F.W / T.C. 2-18-'65 REVISED 3-10-65 (7 LIGHTS DELETED AT CITY'S REQUE

CENTER AND EAST

WEST

SIXTH STREET

TERMINAL AVE.

CHENOWITH RD.

S REQUEST)

THE DALLES, OREGON

PROPOSED ADDITIONAL STREET LIGHTING

PACIFIC POWER & LIGHT COMPANY
PORTLAND, OREGON

SCALE: 1" = 200' MAR. 10, 1965

THE DALLES, OREGON

PROPOSED ADDITIONAL STREET LIGHTING

PACIFIC POWER & LIGHT COMPANY
PORTLAND, OREGON

SCALE: 1" = 200' MAR. 10, 1965

OFFICE OF: THE CITY MANAGER

CITY HALL THE DALLES, OREGON

March 11, 1965

Tom Edwards
Ass't. State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Mr. Edwards:

This letter is written with regard to the city's interest in obtaining interchange illumination on Interstate 80N in The Dalles.

On December 18th you wrote me regarding this subject stipulating the requirements for gaining approval of such an illumination project. At this time we are in a position to suggest the illumination program as illustrated on the attached drawing. It is our intentions to have the five 21,000 'umen mercury vapor street lights installed on West 6th Street as shown between Chenowith Road and Webber Street. In exchange we would suggest that the State Highway Department install the ten 21,000 lumen lights on the Webber Street section, the interchange 600 feet to the west and the portion of South Frontage Road between. The city would then agree to pay the electrical costs for the lights thereby installed.

We believe that this proposal meets the requirements of the State Highway Department plus provides a suitable illumination proposal. We hope that you will agree and consent to the program as outlined. I will be looking forward to hearing from you in the near future on this question.

Very truly yours,

C. Dean Smith

C. Dean Smith
City Manager

RECEIVED
MAR 16 1965

CDS/mlw

Enclosure

cc Councilman Ray Matthew

RECEIVED
DEC 21 1964
FOR FILING
I-80N-3(46)81
6658

December 18, 1964

Mr. C. D. Smith
City Manager
City Hall
The Dalles, Oregon

Dear Mr. Smith:

Pursuant to your telephone request, a representative of the State Highway Department contacted you on December 1 and discussed the matter of interchange illumination on Interstate 80N in The Dalles.

Subject to approval and participation by the Bureau of Public Roads, the State Highway Department will illuminate the ramps and the ramp terminal intersections of the various intersections. Bureau of Public Roads approval is conditioned upon national standards, and the following conditions would have to be met:

1. It would be necessary that adequate lineal illumination be in existence on the cross road from the ramp terminal intersections to the City Center. This would be the responsibility of the City;

2. That the City participate in the cost of the interchange illumination. By State Highway Commission policy, this is construed to mean that the City would pay for the electrical energy consumed by the luminaire units.

During the discussion you asked whether it would be possible to floodlight the signs and confine the installation of luminaire units to the ramp terminal intersections. We have got illuminated ground-mounted signs and inasmuch as this is contrary to National standards, it would not be possible. It has been our experience that spot illumination such as would exist if the terminal intersections were illuminated is disconcerting to drivers and a potential cause of hazard.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
P. B. Crandall
Dean Swift
S. T. Hamilton

VEJ:ser/TE:ss

FOR FILING
RECEIVED

FORM E-30X—50M—12-62 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 4, 1964

SUBJECT: Interchange Illumination
Interstate I8ON
The Dalles

To:
F. B. Crandall
Traffic Engineer
OFFICE

On Tuesday, December 1, I contacted Dean Smith, the City Manager of The Dalles, in response to his telephone call to Mr. Edwards concerning the illumination of the interchanges on I8ON in the City.

I explained to Mr. Smith what had been done under similar circumstances at Medford, Grants Pass and Ashland. That is, that the City agreed to pay for the power costs of the interchange illumination and provide lineal illumination on the crossroad from the city center to the interchange. I stated that there was a possibility that this could be done in The Dalles subject to approval of the Bureau of Public Roads.

The provision of lineal illumination from the city center to the interchanges would be quite an order of business in The Dalles. There is no lineal illumination beyond the terminal points of the one-way couplet. Thus, there would be almost ½ mile that the City would have to provide to reach out to the 2nd Street Interchange, and about ¼ of a mile would be required at the Brewery Grade Interchange just to reach to the railroad overcrossing.

Mr. Smith stated that he was not thinking in terms of such a heavy job, and that it was his thought that what they needed was illumination of the ground mount signs and illumination of the ramp terminal intersections. I told him that I doubted that there would be any chance of illuminating the ground mount signs, as this was contrary to National standards, and that it was felt that the ground mount signs with reflectorized legend received sufficient illumination from headlight reflections. I also told him that I did not know what the decision would be on the ramp terminal intersections only.

There was considerable discussion of other points, particularly as regarding signing, and the City is very happy with changes that were made at The Dalles. Mr. Smith did state that there was some feeling in The Dalles that the City had been short changed as compared to Hood River where sign bridges were installed at the 2nd Street and East Hood River Interchanges. I explained that the sign bridges had been installed at Hood River because of the close spacing between interchanges and not because we wanted to give Hood River special treatment.

We ended our discussion with the agreement that the Highway Department would send a letter to Mr. Smith outlining the Department's thinking. He would then present it to the City Council and the Chamber of Commerce before making a decision. There is attached a suggested draft to Mr. Smith.

There is also attached a letter from the Division in regard to two intersections on Sixth Street. These should be held until the City makes a decision.

Val Johnson
Traffic Control Engineer

VPJ:scr
Attachments

FORM E-30 BDM 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

FORWARDED TO 11/20/64

Val

BY ASST. TRAFFIC ENGR.

Bend, Oregon
November 19, 1964

SUBJECT: West The Dalles Interchange
The Dalles-By Pass

To: Mr. F. B. Crandall
Traffic Engineer
Salem, Oregon

Herewith copy of a letter from Hamilton in regard to the need for illumination to and from the south frontage road west of The Dalles.

Could someone from your Department give us a recommendation.

L. H. Warfield
Assistant Division Engineer

Enclosure

LHW:eh

RECEIVED
NOV 20 1964
TRAFFIC ENGINEERING

RECEIVED
NOV 20 1964
TRAFFIC ENGINEERING

NOTED
TRAFFIC CONTROL

NOTED
L. E. GLOVER

FORM S-30X—60M—10-63 46883

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
November 13, 1964

NOV 1 0 19[illegible]
DIVI[illegible]ER

SUBJECT: West The Dalles Interchange
The Dalles-By Pass

To:

Dean Swift
Division Engineer

There are two places at the subject locations where I consider a definite hazard is presented to night time traffic due to lack of illumination.

These are at the East bound on and off ramps to the South Frontage road and at the intersection of the South Frontage road with Webster and 6th streets.

Comments have reached this office regarding the difficulty experienced by motorists in finding their way at these two spots after dark. I have gone over this at night and am in complete agreement that it is definitely a dangerous situation.

We would request you consider recommending that luminaire units be installed at both locations.

ORIGINAL SIGNED BY R. P. HAMILTON

R. P. Hamilton
District Maintenance Supt.

RPH:sf

333-1706	Mosier (Washington St. & 3rd Ave.) Sec. (Grading & Paving	1965
#6659		

Sp. St. Tax St. Fund 30

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date March 22, 1966

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1965

Contract # 6659 Prefix 333-1706 Survey Prefix 333-1193

Street Washington Street and Third Avenue

City Mosier

Payments to Contractor (see attached voucher).....	$ 8,215.06
Engineering and Contingencies.....	1,260.65
Survey...(Total = $731.05). City's pro rata share.....	—
TOTAL.....	$ 9,475.71
Agreed State Share	$ 9,475.71
Agreed City Share	$ --
City Advance Deposit	$ --

Reference: Outside Billing none

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY	CONTRACT NO.	ESTIMATE NO.
WASCO	6659	2 F

HIGHWAY	FEDERAL AID PROJECT NO.
CITY STREETS	

SECTION
FOSTER /WASHINGTON ST & 3RD AVENUE/

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
201	MOVING COSTS	LUMP SUM	100.0000	1.0
202	BLADE GRADER	HOURS	15.0000	9.0
203	LOADER	HOURS	12.0000	2.0
205	[illegible]	TONS	5.0000	36.0
206	HAULING	GALS	1.0000	5.0
207	3/4"-0 MATERIAL IN STOCK STOCKPILES	CU YDS	3.0000	100.0
208	1"-L ASPHALT IN TANK STAT	TONS	7.0000	.7
[illegible]	[illegible]	[illegible]	[illegible]	226.7
210	LAYER PER AC CONC ATTACHES	DAILY	75.0000	11.0
	FORCE ACCOUNT ITEMS			
202 F	STATE SHARE OF FLAGGING			

DATE	
[illegible]	6659
[illegible] NO	
[illegible]	
[illegible] BY	
[illegible]	
[illegible] ENGINEER	
[illegible]	

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	6659	2 Final	333-1706-204 (41) 569.08 Dr.
	FEDERAL AID PROJECT NO.		
INGTON ST & 3RD AVENUE			

	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	LUMP SUM	100.0000	1.000	100.0	100.00	
	HOURS	15.0000	9.000	135.0	135.00	
	HOURS	12.0000	2.000	24.0	24.00	
	HOURS	6.0000	16.000	198.00	198.00	
	F-CAPS	3.0000	5.000	15.0	15.00	
	CU YDS	5.0000	100.000	500.00	100.00	
	TONS	70.0000	.70	61.50	61.50	
	ACRES	3.0000	2214.20	6,641.60	6,641.60	
	DAILY	35.0000	11.000	385.0	385.00	
				121.00	121.46	

TOTAL CONTRACT ITEMS	8,033.1	8,017.10	
% RETAINED ON CONTRACT ITEMS		569.03	569.08
FORCE ACCOUNT	1,182.06	121.26	
TOTAL PAYMENTS	6,215.06	7,645.96	569.08

RECEIVED
DEC 15 1965
FOR FILING

333-1706

6659

December 15, 1965

U.S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland 4, Oregon

Gentlemen:

Contract No. 6659 awarded to B & D Paving Co., for grading and paving in the city of Mosier (Washington Street and 3rd Avenue) in Wasco County was completed on September 15, 1965, and accepted by the Highway Commission on December 1, 1965.

Final payment in the amount of $569.08 was mailed to the contractor on December 10, 1965. The total contract amount was $8,215.06 including $181.96 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc B & D Paving Company
P.O. Box 515
Hood River, Oregon

FILED
DEC 3 - 1965
FOR FILING
333-1706
6659

December 4, 1965

Fidelity & Deposit Co. of Maryland
Portland Branch Office
900 Failing Bldg.
Portland 4, Oregon

Gentlemen:

Contract No. 6659 awarded to B & D Paving Co., for grading and paving in the city of Hoosier (Washington Street and 3rd Avenue) in Wasco County was completed on September 15, 1965, and accepted by the Highway Commission on December 1, 1965.

Final payment in the amount of $569.08 will be released to the contractor after December 9, 1965. The total contract amount is $8,215.06 including $181.96 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc

cc: B & D Paving Company
P. O. Box 515
Hood River, Oregon

Fidelity & Deposit Co. of Maryland
Baltimore 3, Maryland

L. H. Young
C. H. Haines
Attn: John Herr

RECEIVED
DEC 1 - 1965
FOR FILING

333-1706
6659

December 1, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed September 15, 1965, on Contract No. 6659. The contract was with B & D Paving Company and was for grading and paving in the city of Hosier (Washington Street and 3rd Avenue) in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 1, 1965, and that you concur in this procedure at the Commission meeting on December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. N. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Mosier (Washington St. & 3rd Ave.)		WEEK ENDING: October 1, 1965
		SECTION PREFIX: 333-1706
HIGHWAY: City Streets		COUNTY: Wasco
NAME OF JOB: Mosier (Washington St. & 3rd Ave.)	KIND OF WORK: Grading and Paving	
CONTRACTOR: B & D Paving Company	CONTRACT NUMBER: 6659	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 22, 1965	DATE WORK STARTED: September 8, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 56	CALENDAR DAYS USED 56
	SPECIFIED COMPLETION DATE: September 15, 1965	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $13,366.68	ENGINEERING AUTHORIZATION: $950.52	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $12,416.16	ENGINEERING COST TO DATE: $1100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 61.5
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 8,215.73		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 33.8 %	PERCENT OF AUTHORIZATION: 115.7%	September 15, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					0.64
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		100 cy			1100 T
TOTAL QUANTITIES CORRECTED TO DATE		100 cy			826.825T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		100 cy			826.825T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			Rawling
MONDAY	Showers			Morgan W D Ducker Bond CB Barbee Walker W
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			BEN GIFFORD
SATURDAY				

Peters E
Strelbeck
Lee
Scott
Wise
Underwood
Olson

RECEIVED
OCT 1 1965
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate has been completed and is being forwarded on to the Division Office.

This will be the final weekly report on this project.

SIGNED _____ LOCATION The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUL 26 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEN
333-1706
6659

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 23, 1965

B & D Paving Company
P. O. Box 515
Hood River, Oregon

Gentlemen:

The State Highway Commission on July 22, 1965, awarded to you State Highway Contract No. 6659 for the following project:

Grading and paving on the Mosier (Washington Street and 3rd Avenue) Section of City Streets in Wasco County.

This award was based on your bid of $11,381.50 which was submitted to the Commission on July 20, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

ECA

NOTED
H. S. COX

July 20, 1965

Mrs. Edna Evans
City Recorder
City Hall
Mosier, Oregon

NOTED
DON HARWELL

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Dear Mrs. Evans:

On July 20, the State Highway Commission opened bids on the Special City Allotment project on 3rd Avenue and Washington Street. The low bid was submitted by B and D Paving Company of Hood River and the anticipated cost based on the bid is as follows:

Contractor's bid	$11,381.50
Anticipated additional items	500.00
	$11,881.50
Engineering & contingencies (12-1/2%)	1,485.19
Total Anticipated Cost.....	$13,366.69

We anticipate that this contract will be awarded in the very near future.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Field Engineer

RU:mm

NOTED
V. R. JONES

Mosier (Washington St. & 3rd Ave.) Sec.
Wasco County

1965 SCA

NOTED
DON HARWELL

June 6-23-65

Moving Costs	NOTED P. B. Arensmeier All Specified		1000 =
Blade Grader	30 hours	18.00	540 =
Loader	30 hours	20.00	600 =
Truck, Dump.	NOTED 30 hours	15.00	450 =
Laborers	H. S. COX 55 hours	5.50	302 50
Watering	3 M. Gal.	10.00	30 =
3/4"-0 Material in Stone Shoulders	100 cu. yd.	5.00	500 =
RS-1 Asphalt in Tack Coat	2 ton	100.00	200
Class 'B' Asphalt Concrete	1100 ton	10.50	11550 =
Extra for A.C. Conc. Approaches	10 only	35.00	350 =
			15532 50
	Anticipated		500 =
			16032 50
	Engr. & Cont. 12½%		2002.81
			18025.31

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

Anticipated Item.
FLAGGING 500

RECEIVED
JUN 24 1965
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JUN 24 1965

333-1706
6659

Salem, Oregon
June 23, 1965

Special City Allotment Agreement
Washington Street & 3rd Avenue
City of Mosier

Mr. H.S. Cox
County & City Engineer
Building

Attention: Mr. D.N. Harwell
Office Engineer
County & City Div.

Spec. St. Imp. St. Funds #30

Attached is an executed copy of an agreement with the City of Mosier covering the above named subject.

A fully executed copy of the agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Mosier.

Secretary

rm
Attach: 1

1965 SCA

Salem, Oregon
June 1, 1965

NOTED
H. S. COX

NOTED
DON HARWELL

Special City Allotment Project
Washington Street & 3rd Avenue
City of Mosier

Mr. J. E. Morelock
O F F I C E

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

The survey data on the above section has been examined and found to be consistent with the project requested by the city and approved by the Highway Commission.

H. S. Cox
County and City Engineer

HSC:mm

NOTED
V. R. JONES

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE REPORT

RECEIVED MAR 26 1963 FOR FILING

Section WASHINGTON ST. & 3rd AVENUE Highway CITY OF MOSIER County WASCO Project

Res. Engr. _____ Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date 3-18-63

Truck A.D.T. Cars Only Traffic Coefficient _____ 18 kip s.a. per day _____.

Annual Precipitation 14"± Frost Penetration 16"-18".

(1)

Typical Soil

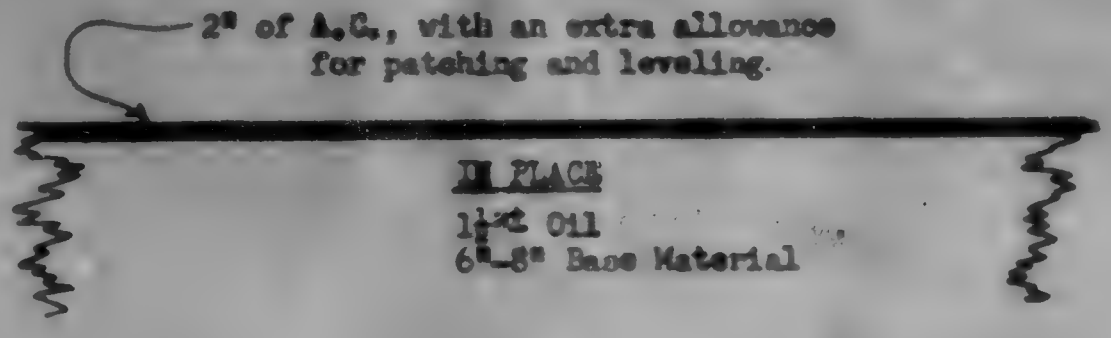
21	LL
0	PI
71	%P 10
43	%P200
29	%Grevel
10	%C Sand
17	%F Sand
38	%Silt
6	%Clay
35	"R" Value (Corrected)

AASHO CLASSIFICATION:

A - 4 (2)

MATERIAL SOURCES:

To be determined by the Engineer.



Notes

There are several spots that should be removed and replaced with new material, these areas to be determined by the Resident Engineer.

CBR Total Req.	Crushed	Actual Thick.	
	4	2	A.C. ( )
	6½	7½	-9½
10½	10½	9½	-11½

3-18-63

LLOYD P. SHAW NOTED

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by _____ Staff Assistant

Recommended by _____ Engineer of Materials

Recommended by _____ Construction Engineer

Approved by _____ Asst. State Highway Engineer

SECTION: WASHINGTON ST. & 3rd AVENUE

HIGHWAY: CITY OF MOSIER

COUNTY: WASCO

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 600 (Total)

B. Future ADT 1000 (Total)

C. Mean ADT 800 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks Cars Only (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ ---------- x (C) ------ = -----

H. % Trucks in Design Lane ---------%

I. Trucks in Design Lane (G) -------- x (H) ------% = --------

TRAFFIC COEFFICIENT = K $(I)^{0.119}$
where K = 4.669

= Cars Only

SECTION: WASHINGTON ST. & 3rd AVENUE

HIGHWAY: CITY OF MOSIER

COUNTY: WASCO

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference; and Recognition of Local Industry: City of Mosier requested A.C.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

The City of Mosier requested an A.C. overlay.

RECEIVED
MAR 22 1965

Prefix No. 333-1493

LOCATION PROSPECTUS
WASHINGTON STREET AND THIRD AVENUE SECTION
CITY OF MOSIER
WASCO COUNTY

6659

HIGHWAY: Washington Street and Third Avenue, city of Mosier. Not on State or Federal Highway System.

TERMINI: The north end is at the junction of Washington Street and the Mosier-The Dalles Highway. The southerly end is at the easterly city limits.

LENGTH: 0.75 mile.

NARRATIVE: This location survey is needed to prepare plans, specifications and estimates for the refurbishing of shoulders, patching of pavement, overlaying the existing surface with 2 inches of asphaltic concrete, and providing open ditches where required. The City will arrange for required utility adjustments. There is no need for any sewer, water or gas line to be adjusted. No curbs, sidewalks or driveways are to be constructed. No right of way is needed, and no soil exploration will be required. This is a 1965 Special City Allotment Project.

STANDARDS: Overlay of existing city street.

TYPICAL SECTION: Two 10-foot travel lanes with variable 2 to 4-foot shoulder widths.

BRIDGES: None.

ACCESS: Restricted by City ordinance only.

BASE: Paving - 2" A. C. plus allowance for leveling and patching.

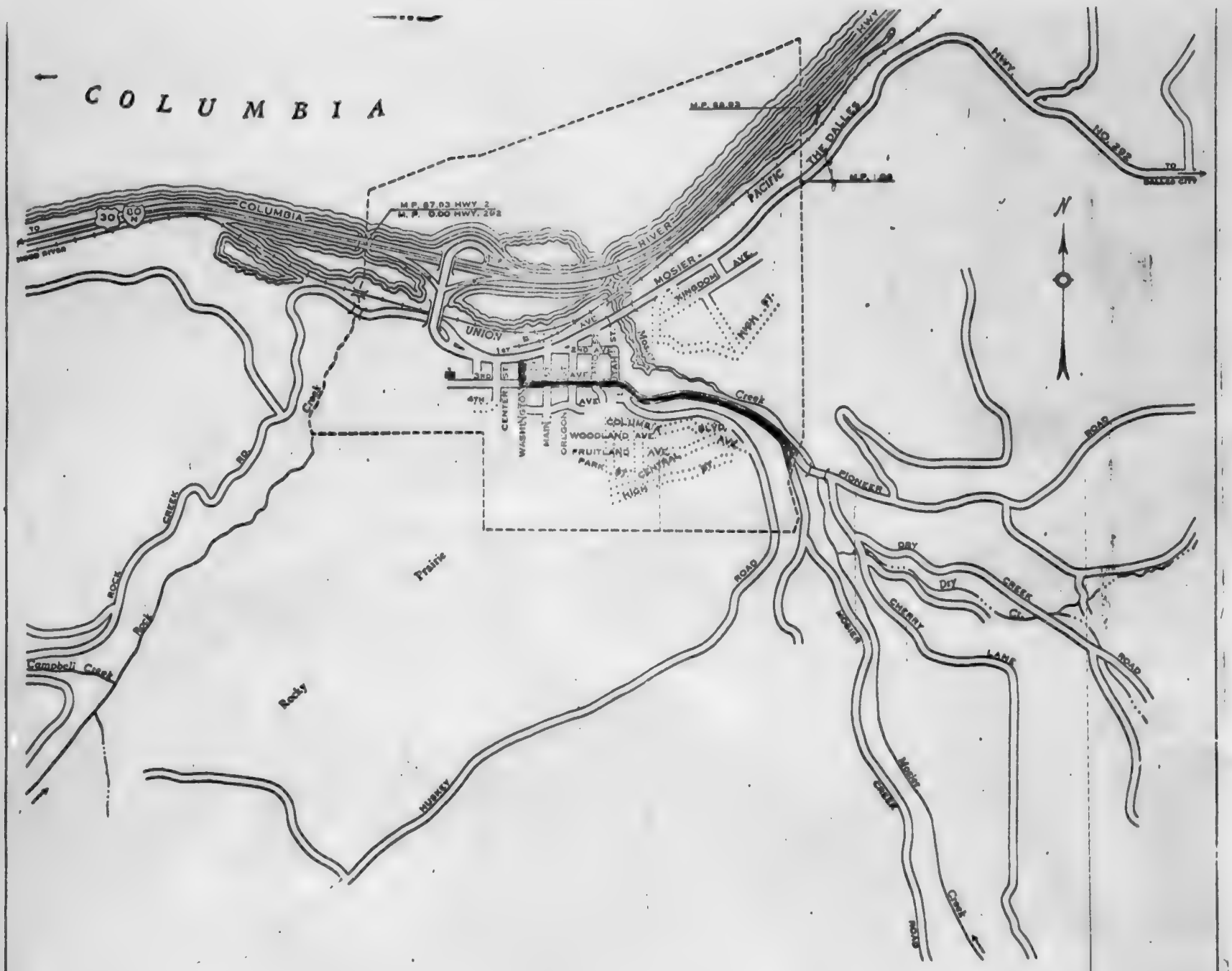
MATERIAL: Sources of suitable material to be located during the survey.

PARKS: None affected.

AGREEMENTS: Routine negotiations for a Special City Allotment project.

March 18, 1965
Attachment
cc: Forrest Cooper
L. P. Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
J. F. Putnam (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
Val Johnson
I. D. Merchant (3)
A. D. Olson
James Owens
Carl Plog
E. S. Hunter
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

NOTED
FORREST COOPER



PROSPECTUS MAP
WASHINGTON STREET &
THIRD AVENUE
CITY STREET
CITY of MOSIER
WASCO COUNTY MARCH 1965

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - cy – City Hall
  - ct – Court House
  - a – Armory
  - l – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

MOSIER

WASCO COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 226

Scale in Feet

July 1963

1965 Sca

CITY OF MOSIER
Mosier, Oregon 97040

City of Mosier

MOSIER, OREGON

Feb 11, 1965

Shaw

NOTED
R. M. ALLISON
NOTED
DON HARWELL

Forrest Cooper
State Highway Engineer
Salem, Oregon

P.B. A[illegible]

Allison

Dear Sir

In reply to your letter of January 27, 1965
The Common Council at their regular meeting
decided to accept the project to pay the cost over
$20,000

Truly yours
City of Mosier
Mrs Edna A Evans
Recorder

NOTED
R. H. PRANGE

RECEIVED
FEB 17 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. JONES

RECEIVED
1 [illegible]
OFFICE OF
[illegible] HIGHWAY ENGINEER

Agenda 1965

Jan. 28, 1965

Mrs. Edna A. Evans
City Recorder
City Hall
Mosier, Oregon

NOTED
DON HARWELL

Dear Mrs. Evans:

On January 27, 1965, the State Highway Commission approved the City's request for a Special City Allotment project on Washington Street and on 3rd Avenue from Washington Street to the easterly city limits, to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis that the City would pay all costs of the project, if any, in excess of $20,000.

You will be contacted in the near future concerning construction details.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

R M Allison
for
A. S. Cox
County and City Engineer

RMA:eb

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY,
WASCO
DAVID B. SIMPSON,
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 12, 1964

FORREST COOPER
STATE HIGHWAY ENGINEER
A.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

NOTED
R. M. ALLISON

NOTED
H. S. COX

NOTED
R. H. PRANGE

Mrs. Edna A. Evans
City Recorder
City Hall
Mosier, Oregon

Dear Mrs. Evans:

This is to acknowledge receipt of a resolution adopted by the City of Mosier requesting aid from the annual $250,000 Special City Allotment fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1965 program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By H. S. Cox
H. S. Cox
County and City Engineer

mm

NOTED
V. R. JONES

RECEIVED
JUN 12 1964
ENGINEER
COUNTY & CITY DIVISION

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Mosier is an incorporated city of the State of Oregon and has a population of 267 as given by the latest official census; and

WHEREAS, the following streets of said city, Washington 1 block south to 3rd Ave then east to city limits

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of Mosier does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Recorder as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 14 day of May, 1964.

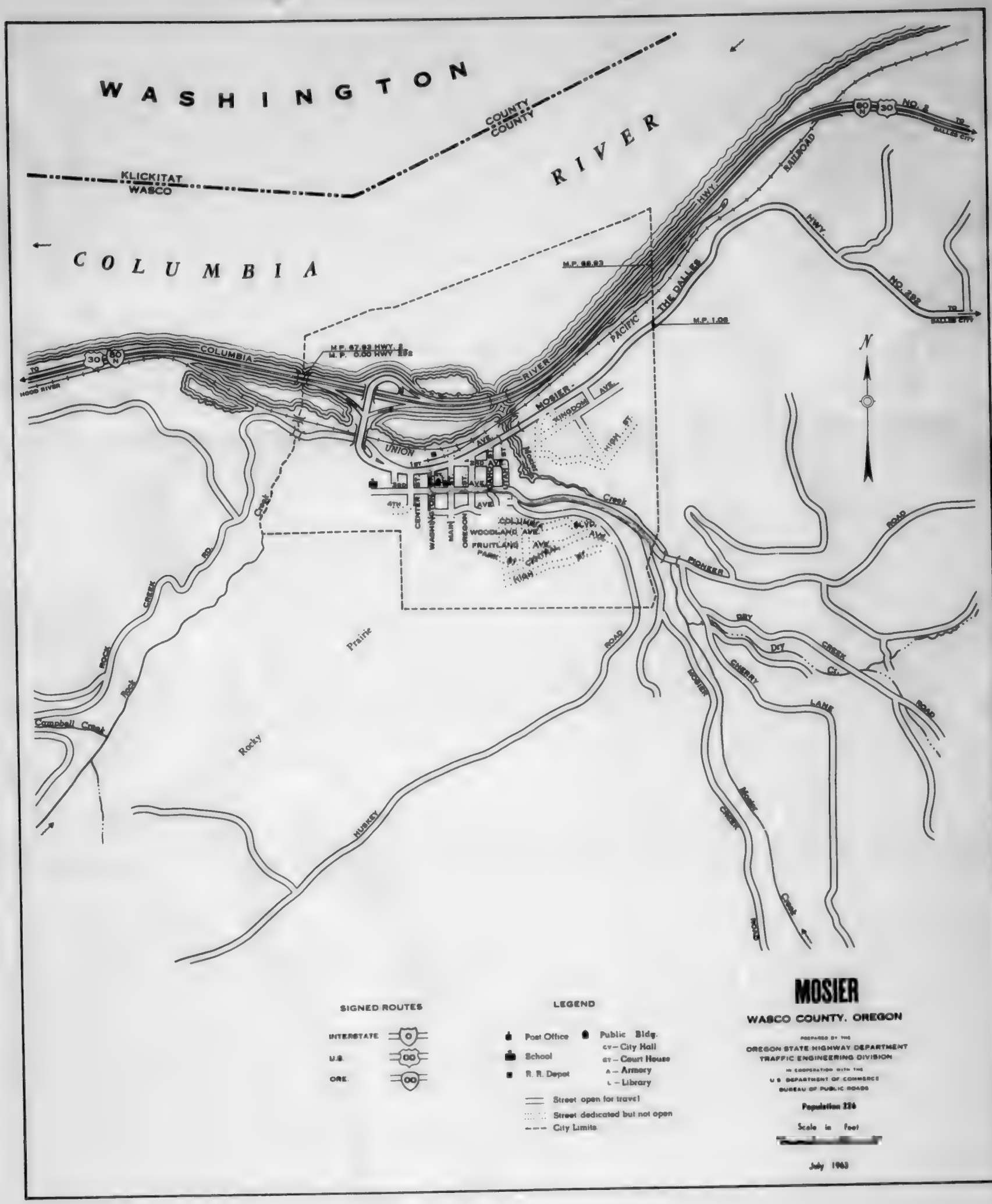
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Mosier at a regular or special meeting of said Council, held on the 14 day of May, 1964, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 14 day of May, 1964.

Edna A Evans
City Recorder

(cc-50, 1959 Rev.)



SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE. 00

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel
- Street dedicated but not open
- City Limits

MOSIER

WASCO COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 226

Scale in Feet

July 1963

P. B. Arensmeier

NOTED
R. M. ALLISON

MEMO TO THE FILES: 5/5/64

SUBJECT: Special City Allotment Project
Third Avenue
City of Mosier

NOTED
R. H. PRANGE

NOTED

The City of Mosier requested aid in improving Third Avenue.

The City was contacted April 21, 1964, and Mayor Berthold accompanied me on a tour of Third Avenue and the area which it serves. The Mayor is interested in getting aid from the $250,000 Special City Allotment fund.

Third Avenue is an important arterial which serves as an access to and from several areas in the Dry Creek Valley. The average ADT (1962 count) is 600 and probably consists mostly of produce trucks, rock trucks and log trucks.

The street is beginning to show signs of wear and will probably not last more than another year or two. Some sort of aid on this section is in order.

Major reconstruction of Third Avenue would probably be beyond the reach of Mosier. The section to the city limits is 0.43 mile long and twenty feet wide. Street has been patched in several places and some areas show signs of water pockets.

The DMS (Mr. Hamilton) at The Dalles was requested to look at Third Avenue, should it be convenient to do so, and to give an opinion as to the suitability of an overlay on the existing surface. Mr. Hamilton reported that the street could be overlayed and it is planned to further consider this approach and to get the project before the commission should its priority so warrant.

R. M. Allison
County & City Field Engineer

RMA:eb

cc: L. P. Shaw

(forms were sent to city 5/21/64)

NOTED
H. S. COX

NOTED
R. M. ALLISON

Salem, Oregon
April 30, 1964

Special City Allotment Project
Third Avenue
City of Mosier

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
O F F I C E

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

Pursuant to your letter of April 14, 1964, the city of Mosier was contacted concerning improvement of Third Avenue from Washington Street to the easterly city limits.

The section was inspected on April 21 in company with Mayor Berthold. Street is beginning to break up and it carries considerable traffic - 600 ADT average in 1962. Traffic consists of rock trucks, log trucks, and produce trucks as well as local traffic. It is an important connection to the freeway for farmers and businesses located in the Dry Creek Valley.

Mayor Berthold was assured of every consideration but was appraised of the fact that the length of the job is such (0.7 mile) that the cost of complete reconstruction would probably be beyond the means of the city. The mayor was informed that more study would be given the street to see whether or not a patch and overlay project might be in order.

Patch and overlay appears possible and further investigation will be conducted along these lines.

R. M. Allison, Field Engineer
County and City Division

RMA:mm

City of Mosier

MOSIER, OREGON

April 9, 1964

Oregon State Highway Department
State Highway Building
Salem 10, Oregon

Dear Sirs

We the Council of City of Mosier should like to have some immediat attention on 3rd Ave which the enclosed pictures show how badly something should be done.

We are having a lot of heavy hauling by gravel trucks and logging trucks.

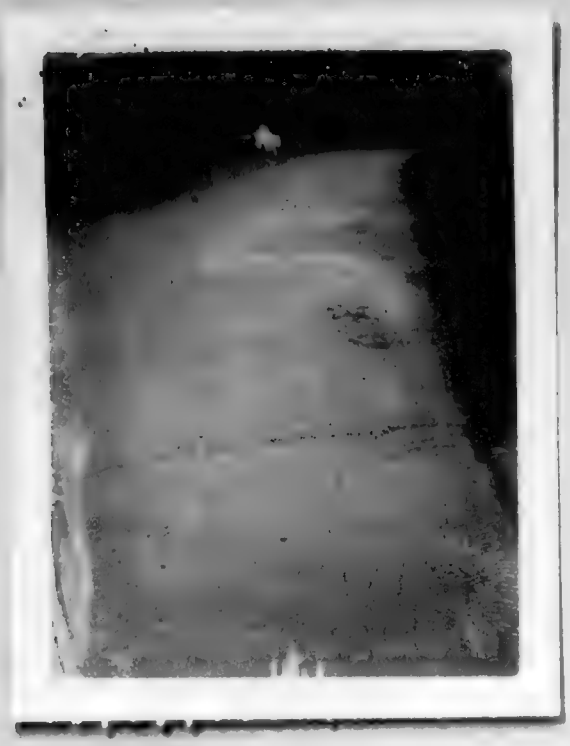
Yours truly
City of Mosier
Edna A Evans
Recorder

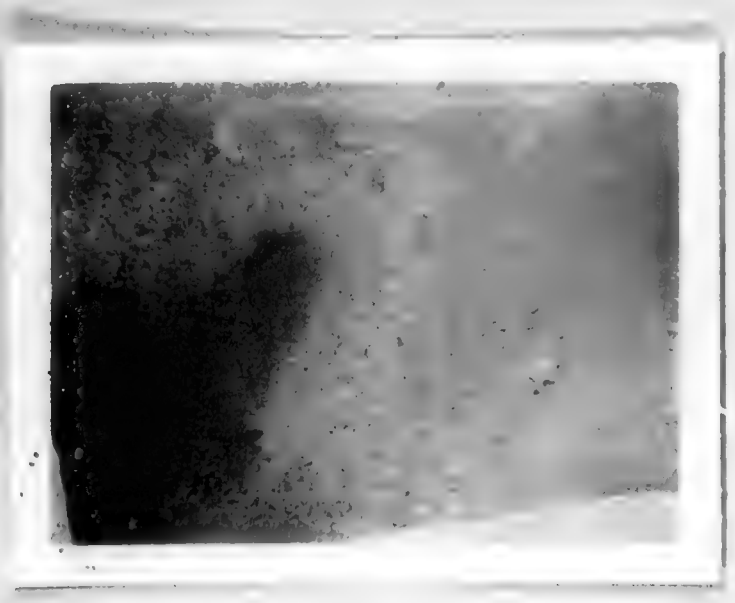
Note to Supt. Maybe they could do something about this.

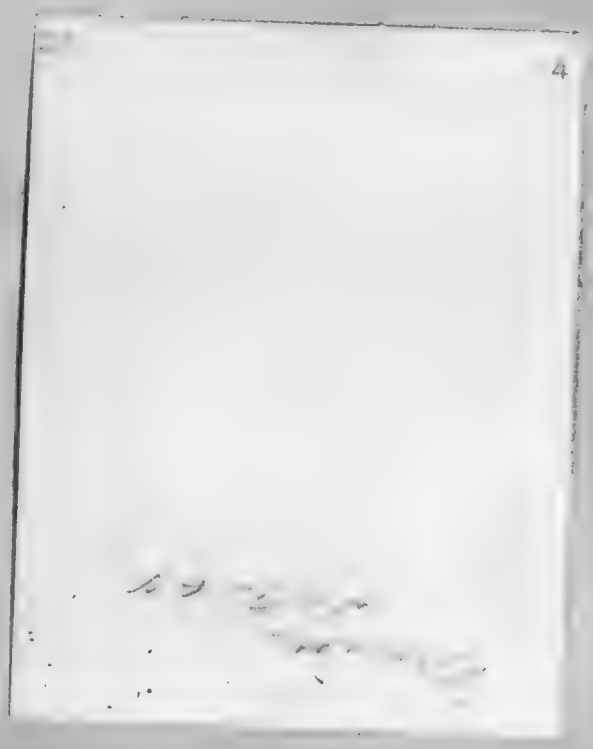
NOTED
DON HARWELL

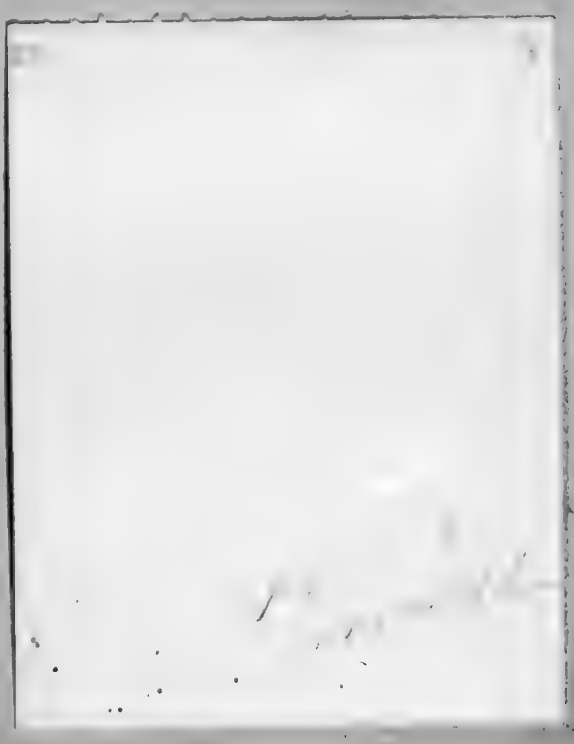
FORWARDED TO
Jarvis Cooper

RECEIVED
APR 13 1964
OREGON
STATE HIGHWAY COMMISSION









ER-176(1) S. Yamhill R. Sec. of Bellevue-Hopewell Hwy. (River Bank Protection) 1965

#6660

STATE COPY

Monthly transaction number	FORM PR-20 (5-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
1-71	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	Oregon
Project report number	12-29-65	County
8		Yamhill
		Project number
		ER-176(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 15, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 23,758.

Revised Federal funds $ 15,073.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of December, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W Klabo

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L.R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. ER-176(1)

SOUTH YAMHILL RIVER BRIDGE SECTION OF THE

BELLEVUE-HOPEWELL HIGHWAY IN YAMHILL COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices, temporary and permanent flood repair.)

Salem, Oregon, December 9, 1965

Type Code Y006
Roadway (Sta. 159+50 to Sta. 164+50)(Contract 6660)

Clearing and Grubbing	All Required		$ 2,000.00
General Excavation, Unclassified	1,150 cu.yd.	$1.20	1,380.00
Embankment Foundation Excavation, Unclassified	480 cu.yd.	1.50	720.00
Loose Riprap	2,838 cu.yd.	4.65	13,196.70
			$17,296.70
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
	Subtotal		$17,396.70
	Engr. & Cont.		1,739.30
	Total		$19,136.00

Type Code 6201
Temporary and Permanent Flood Repair (MP 2.95 to MP 3.06)

Temporary		
State Force Equipment, Labor and Materials	All Required	$ 2,001.93
Permanent		
Approved State Force Order No. 1	All Required	2,200.00
	Subtotal	$ 4,201.93
	Engr. & Cont.	420.07
	Total	$ 4,622.00

Length of Roadway - - - 0.11 Mile (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway (Cont. No. 6660)	$19,136.00	$12,141.00	$6,995.00
Temporary & Permanent	4,622.00	2,932.00	1,690.00
	$23,758.00	$15,073.00	$8,685.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 136-1060, 136-4467, 136-4767

A Phase I Report was not submitted on this project. The amount of the State force equipment, labor and materials is taken from charges on the cost books which is the most accurate information we have at this time. D.M.S. office charges are not included in this amount.

RECEIVED
NOV 29 1965
FOR FILING

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 11-183

PROJECT REPORT NO. 5

FO. PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

11-15-65

STATE: Oregon

COUNTY: Yamhill

PROJECT NO.: ER-176(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

South Yamhill River Bridge Sec.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-24-65	0.11
*OTHER (Specify)		

FUNDS

Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 18,651.00	$ 11,834.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Klaboe

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 15 1965

Oregon State Highway Department

Federal-Aid
Project No. BR-176(1)

SOUTH YAMHILL RIVER BRIDGE SECTION OF THE

BELLEVUE-HOPEWELL HIGHWAY IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices and approved State Force Orders.)

Salem, Oregon, November 1, 1965

Type Code Y006
Roadway (Sta. 159+50 to Sta.164+50)(Contract 6660)

Clearing and Grubbing	All Required	$	$ 2,000.00
General Excavation, Unclassified	1,150 cu.yds.	1.20	1,380.00
Embankment Foundation Excavation, Unclassified	480 cu.yds.	1.50	720.00
Loose Rijrap	2,270 cu.yds.	4.65	10,555.50
			$14,655.50
Flagging (57½¢ of Contractor's Cost)	All Required		100.00
	Subtotal		$14,755.50
	Engr. & Cont.		1,475.50
	Total		$16,231.00

Type Code 6201
Approved State Force Order

State Force Order No. 1	All Required	$ 2,200.00
	Subtotal	$ 2,200.00
	Engr. & Cont.	220.00
	Total	$ 2,420.00

Length of Roadway - - - - - - - - - - - - - - - 0.11 mi. (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	FA Funds	State Funds
Roadway (Contract 6660)	$16,231.00	$10,299.00	$5,932.00
State Force Order No. 1	2,420.00	1,535.00	885.00
Subtotal	$18,651.00	$11,834.00	$6,817.00
Work Retained in Authorized Fund Status			
(Temporary Work)	3,349.00	2,124.00	1,225.00
Total	$22,000.00	$13,958.00	$8,042.00

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Prefixes:

136-1060
136-1767

Oregon State Highway Department

Federal-Aid
Project No. ER-176(1)

SOUTH YAMHILL RIVER BRIDGE SECTION OF THE

BELLEVUE-HOPEWELL HIGHWAY IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 22, 1965

Type Code Y006
Roadway (Sta. 159+50 to Sta. 164+50)

Clearing and Grubbing	All Required		$ 750.00
General Excavation, Unclassified	1,150 cu.yd.	1.50	1,725.00
Embankment Foundation Excavation, Unclassified	480 cu.yd.	1.50	720.00
Loose Riprap	2,270 cu.yd.	4.50	10,215.00
			$ 13,410.00
Flagging (57½% of the Contractors cost)	All Required		100.00
	Subtotal		$ 13,510.00
	10% Engr. & Cont;		1,351.00
	Total		$ 14,861.00

Length of Project - - - - - - - - - - - - 6 - 0.095 Mile
Cost of Roadway Per Mile - - - - - - - - - $156,431.57

Federal Funds -	9,400.00
State Funds -	5,461.00
	$ 14,861.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent repair not covered by this contract	$57,139.00	$36,200.00	$20,939.00

DEC 22 | ER-176(1)

FOR F

6660

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLAMATH

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 20, 19

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-176(1)
South Yamhill River Bridge Section
Bellevue - Hopewell Highway
Emergency Repairs

We hereby concur in the use of State Force Account procedures as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. Use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's December 9, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs and permanent restoration work on 0.11 (intermittent) mile of roadway at a total estimated State force account work amount of $2,202.00. Estimated emergency fund participation is to be at the regular pro rata share or $1,397.00.

A finding regarding nonincidental permanent repairs on the project by State Forces was previously transmitted on June 14, 1965. We concurred in the contract award for South Yamhill River Section on July 22, 1965.

Enclosures

REFERRED TO
Young w/ encls
By Asst. State Hwy. Engr.
12-22-65

RECEIVED
DEC 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon State Highway Department

SOUTH [illegible]

[illegible]

(Estimate as a basis for modification [illegible] prices, temporary and permanent flood repairs.)

Salem, Oregon, December 9, 1[illegible]

Type Code 0030
[illegible] (Sta. 15+80 to Sta. 16+20)(Contract [illegible])

Clearing and Grubbing	All Required		$ 2,000.00
General Excavation, Unclassified	1,150 cu.yd.	$1.20	1,380.00
Embankment Foundation Excavation, Unclassified	450 cu.yd.	1.60	720.00
Loose Riprap	2,838 cu.yd.	4.65	13,196.70
			$17,296.70
Flagging (57½ of Contractor's Cost)	All Required	..	[illegible]
	Subtotal		$17,396.70
	Engr. & Cont.		1,739.30
	Total		$19,136.00

Type Code 0201
Temporary and Permanent Flood Repair (MP 2.95 to MP 3.06)

Temporary

State Force Equipment, Labor and Materials	All Required	$ 2,001.93
Permanent		
Approved State Force Order No. 1	All Required	2,200.00
	Subtotal	$ 4,201.93
	Engr. & Cont.	420.07
	Total	$ 4,622.00

Length of Roadway - - - 0.11 Mile (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway (Cont. No. 6660)	$19,136.00	$14,141.00	$4,995.00
Temporary & Permanent	4,[illegible].00	2,932.00	1,[illegible].00
	$23,758.00	$17,073.00	$6,685.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 549, Laws 1939.
State Funds for Maint.: Chap. 549, Laws 1939.

Prefixes: 136-1060, 136-4467, 136-4767

A Phase I Report was not submitted on this project. The amount of the State force equipment, labor and materials is taken from charges on the cost books which is the most accurate information we have at this time. D.M.S. office charges are not included in this amount.

RECEIVED
DEC 13 1965
COMMISSIONERS
GLENN MCCALL, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 9, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Attached are copies of the consolidated progress voucher for Emergency Relief Funds for costs incurred by the State of Oregon Highway Department for the period May 25, 1965 to November 30, 1965.

The costs were incurred under Federal Aid Project No. ER 176(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Maison
Controller

CHM:aa

Attachment

cc: R. L. Porter
L. H. Young
General Files

NOTED
R L PORTER

OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
NOV 19 1965
FOR FILING
ER-176(1)
6660

November 19, 1965

Oregon Automobile Insurance Company
501 Equitable Building
Portland 4, Oregon

Gentlemen:

Contract No. 6660 awarded to Jack Squires General Contractor for bank protection on the South Yamhill River Section of the Bellevue-Hopewell Highway in Yamhill County, was completed on September 11, 1965, and accepted by the Highway Commission on November 18, 1965.

Final payment in the amount of $732.78 will be released to the contractor after November 29, 1965. The total contract amount is $17,415.97 and no work was performed under force account.

No claims for labor and material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lm

cc Hagan-Hamilton Insurance
P. O. Box 117
McMinnville, Oregon

Jack Squires Gen. Contractor
536 West 17th
McMinnville, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 19 1965
FOR FILING

ER-176 (1)
6660

November 16, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed September 11, 1965, on Contract No. 6660. The contract was with Jack Squires General Contractor and was for bank protection on the South Yamhill River Section of the Bellevue-Hopewell Highway in Yamhill County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective November 16, 1965, and that you concur in this procedure at the Commission meeting on December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

FOR FILING
OCT 12 1965
FOR FILING
EP 174 (1)
11.11

October 12, 1965

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6660, South Yamhill River bank protection project on the Dallesport-Hopewell Highway in Yamhill County is anticipated. Jack Squires, General Contractor of McMinnville is the contractor. The original project authorization was $16,599.93. The present anticipated cost is $18,661.91, indicating an overrun of $2,061.98 or 12.4 percent.

The reason for this overrun is increased quantities of loose riprap which were required in embankment foundation excavation areas and around a bridge pier and footing. This request for an additional authorization will be presented to you at the November 4 Commission meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asbury

DES:jkk bg

FORM E-90 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 7, 1965

SUBJECT: Overrun of Project Authorization
South Yamhill River Section
Bellevue-Hopewell Highway
Contract No. 6660

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer

OFFICE

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for bank protection is under contract to Jack Squires, Gen. Contr. of McMinnville. The original project authorization was $16,599.93. The present anticipated cost is $18,661.91, indicating an overrun of $2,061.98 or 12.4%. The major reason for this overrun is due to an increase in the bid item for loose rip rap. Additional rip rap was required in embankment foundation excavation areas and to protect the bridge pier and footing. This overrun amounted to $2,641.67.

It is recommended that the project authorization be increased $2,061.98 from $16,599.93 to $18,661.91.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:jkk
Attach.

cc: L. H. Young

RECEIVED
OCT 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 17 1965

Form No. 734-3041-5.64

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name South Yamhill River Date September 28, 1965

Highway Dallas-Hopewell Contract No. 6660

County Yamhill Kind of Work Bank Protection Contractor Jack Squires, Gen. Contr.

Contract Amount $ 14,655.50

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
Item 4 Loose Rip Rap	568.1 C.Y.	$4.65	$2,641.67

Minor items, unitemized algebraic total	+118.80	
Subtotal		$ 2,760.47
Approved work orders (Price, extra work and state force orders)		$ 100.00

Expected over-runs and under-runs in work orders:	Amount
Major items, itemized:	
Minor items, unitemized algebraic total	-100.00
Subtotal	$ -100.00
Authorization for engineering	$ 1,120.44
Expected over-run or under-run of engineering authorization	$ + 65.50
Costs not included above (explain)	$ 0
Allowance for future contingencies (_____% of work remaining)	$ 0
Credits to come from transfers and deductions	$ 0
Present estimate of project cost	$ 18,661.91

Brief Statement of principal causes of over-run:

Additional rip rap was required in embankment foundation excavation due to unstable material, and the extending of the loose rip rap to protect the bridge pier and footing. Rip rap was also extended upstream to fit the existing bank and stream flow.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 16,599.93
Present estimate of project cost	$ 18,661.91
Expected over-run (Amount)	$ 2,061.98
Expected over-run (per cent)	12.4%

Space to right of this line is for use of Salem office.

Submitted by: Ross M. Harris
Resident Engineer

Confirmed by: .....
Division Engineer

Noted by: .....
Construction or Bridge Engineer

Noted by: .....
Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
SEP 17 1965

EA 111 (1)

6660

September 15, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on 11 September 1965 on Contract No. 6660, South Yamhill River Section, in Yamhill County, in connection with Federal-Aid Project No. S-176(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date:_____

Conditions noted on above date:

A. W. Parsons
Division Engineer

HHGtko

cc: Mr. H. S. Cox

RECEIVED
AUG 23 1965
FOR FILING
6660

August 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 17, 1965, on Contract No. 6660, South Yamhill River Section, in Yamhill County, in connection with Federal-Aid Project No. SR-176(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

KMR:cd

Form CO-121 (11-64) (Prescribed by A.O. 206-16)

UNITED STATES GOVERNMENT

AUG 3 - 1965

Memorandum

FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: July 29, 1965

In reply refer to: 08-35.2-EC

TO ER-176(1) Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM 6660 A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-176(1)
S. Yamhill River Section
Bank Protection

As requested in Mr. Young's letter of July 26, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of July 22, 1965 in the award of contract No. 6660 to Jack Squires General Contractor, of McMinnville, Oregon, low bidder in the amount of $14,655.50 at the July 20, 1965 bid opening.

REFERRED TO
Green
BY ASST. STATE HWY. ENGR.
8-3-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 9 1965
FOR FILING

ER-176(1)
6660

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 28 1965 By W E Martin Dist. Engineer
Title C-1 P
U.S. Bureau of Public Roads

Project Name South Yamhill River ..... Date July 28, 1965
Highway Bellevue-Hopewell ..... Contract No. 6660
County Yamhill ..... Prefix 136-1060
Contractor Jack Squires, General Contractor ..... F. A. Project No. ER-176(1)
Address Lafayette Ave., McMinnville, Oregon ..... Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging

Location by station numbers:

Sta. 159+50 to 164+50

Estimate of quantities and cost:

Flagging (State Share) = $100.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

To safeguard the traveling public.

Money set up in original authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 16,599.93
Present estimate of project cost, including $ 100.00 for work under this order	$ 16,599.93
Expected under-run / over-run amount	$ -0-
Expected under-run / over-run per cent	-0-

Space to right of this line is for use of Salem Office

Submitted by: /s/ Ross M. Harris, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or [illegible]

Approval Recommended: /s/ R. D. Asburry, Division Engineer

Approved /s/ L. H. Young [illegible] State Highway Engineer, Office Engineer

State Printing Young 8-19-65

RECEIVED
JUL 27 1965

ER-176(1)

6660

July 26, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of July 21, 1965, is requested in the award of contract for the South Yamhill River Section, Project No. ER-176(1).

The contractor receiving the award is Jack Squires General Contractor of McMinnville, in the amount of $14,655.50, with Contract No. 6660 assigned. This bid was received on July 20, 1965, and awarded July 23, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

DAR:ia

RECEIVED
JUL 26 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
NAMPA
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

A

ER-126(1)

6660

July , 19

Jack Gaines, General Contractor
P. O. Box 46
McMinnville, Oregon

Gentlemen:

The State Highway Commission on July 22, 19 awarded to you State Highway Contract No. 6660 for the following project:

iver bank protection on the South Yamhill iver section of the Bellevue-Hopewell Highway, west of mity, Yamhill County.

This award was based on your bid of $14,[illegible] which was submitted to the Commission on July , 196 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. M. Young
[illegible] Savage (1 c)
I. D. Merchant

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-176(1)

KLABE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
6660 Salem, Oregon

DATE: July 20, 1965

In reply refer to: 08-35.8-DB

By: M E Martin
M. E. Martin
District Engineer

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-176(1)
South Yamhill River - MP 3.06
Bellevue-Hopewell Highway
Federal Aid Secondary Route No. 103

Reference is made to Mr. Morgan's letter of June 30, 1965 which furnished the documentation requested by our May 28, 1965 letter concerning the proposed bank protection work on subject project.

The information provided relative to the need for this protection, the responsibility for such work, and your agreement to maintain the completed facility satisfies our requirements on this project.

REFERRED TO
plg to Young
By Asst. State Hwy. Engr.
Dept. Morgan
NOTED 7-23-65
K. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 1 - 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-176(1)
6660

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
June 30, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: HR Bank Protection
South Yamhill River MP 3.06
Bellevue-Hopewell Highway

Your Ref: 08-33. EC/710.16
HR-160(1) : HR-176(1)

Dear Sir:

In answer to your letter of May 28, 1965, we are forwarding a Corps of Engineer's letter dated March 10, 1965 varifying that they are unable to give any assurance as to when bank protection work could be provided on the Bellevue-Hopewell Highway, MP 3.06.

This revetment is for the protection of the highway only. There is no intervening land between the proposed revetment and the highway. It is our intention to maintain this revetment, therefore we have gone ahead and acquired the necessary right of way as shown on the attached print of drawing No. 10C-44-14.

Please advise if this completes the necessary documentation required for your files.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F.D. Morgan
Construction Engineer

Attachment
BG:jp

cc: Dick Chase
R.D. Asburry
General Files

Form CO-12
(11-63)
(Prev. by
A.O. 204-10.

UNITED STATES GOVERNMENT

Memorandum

ER-176(1)

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

DATE: June 28, 1965

In reply refer to: 08-35.2-DB

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-176(1)
So. Yamhill River Section
Bank Protection

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way is available for the project with no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's June 17 and June 23, 1965 reports.

Mr. Young's June 25, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

REFERRED TO
orig to Young w/ encl:
Asst. State Hwy. Engr.
7-7-65

RECEIVED
JUL 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

CONSTRUCTION DIVISION
JUN 1 1965

6660

June 11, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following listed plan title sheets of proposed highway projects transmitted to us by Mr. Frank Hall's letter dated June 4, 1965 have been reviewed. We are also in receipt of a copy of the Oregon State Game Commission letter to you regarding these projects and are in accord with their recommendations and comments:

Bonner Mountain Section, FAS 864, Benton County
Thirtymile Cr.-Dyer Cr. Section, Milgard-Lower Perry Section, John Day & Old Oregon Trail Highways, Gilliam & Union Counties
S.P.R.R. O'xing Pacific Highway West Section, Beaverton-Tigard Highway, Washington County
South Yamhill River Section, Bellevue-Hopewell Hwy., Yamhill County
Orchard Heights Rd.-Edgewater St. Sec., Salem-Dayton Highway, Polk County
Reese Cr. Summit-McNeil Cr. Sec., FAS 287, Jackson C.
Hebo Section, Oregon Coast & Three Rivers Hwys., Tillamook County
Deschutes County Roads, 10 FAS Routes, Deschutes Co.
Burns-Buchanan Section, Central Oregon Hwy., Harney Co.
N. Jefferson Interch.-N. Albany Interch. Sec., Pacific Highway, Marion & Linn Counties
District 4A Guard Rail Project, Hood River, Wasco & Sherman Counties
Polallie Cr.-Yellow Jacket Cr. Sec., Mt. Hood Highway Hood River County
Siletz Slide Correction Section, Siletz Highway, Lincoln County
Rocky Creek Slide Section, Oregon Coast Highway, Lincoln County
Chewaucan R. (Gravelly Ford) Bridge Sec., Fremont Highway, Lake County

Your favorable consideration regarding these comments will be appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

6660

June 8, 1965

CONSTRUCTION DIV
RECEI
JUN 9 1965
NOTED-- CE ACE ACE COE

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of May 26, regarding fifteen emergency restriction projects as follow:

Bonner Mountain Section, FAS 864, Benton County
Thirtymile Cr.-Dyer Cr. Section, Hilgard-Lower Perry Section, John Day & Old Oregon Trail Highways, Gilliam & Union Counties
S.P.R.R. Overing Pacific Highway West Section, Beaverton-Tigard Highway, Washington County
South Yamhill River Section, Bellecue-Hopewell Hwy., Yamhill County
Orchard Heights Rd.-Edgewater St. Sec., Salem-Dayton Highway, Polk County
Rocco Cr. Summit-McNeil Cr. Sec., FAS 287, Jackson Co.
Hebo Section, Oregon Coast & Three Rivers Hwys., Tillamook County
Deschutes County Roads, 10 FAS Routes, Deschutes Co.
Burns-Buchanan Section, Central Oregon Hwy., Harney Co.
N. Jefferson Interch.-N. Albany Interch. Sec., Pacific Highway, Marion & Linn Counties
District 4A Guard Rail Project, Hood River, Wasco & Sherman Counties
Polallie Cr.-Yellow Jacket Cr. Sec., Mt. Hood Highway, Hood River County
Siletz Slide Correction Section, Siletz Highway, Lincoln County
Rocky Creek Slide Section, Oregon Coast Highway, Lincoln County
Chewaucan R.(Gravelly Ford) Bridge Sec., Fremont Highway, Lake County

A review of the plans for these projects indicate that no damage to wildlife resources is expected as a result of the work.

We wish to recommend that proper precautions are taken on the Polallie Creek Section of Mt. Hood Highway, to avoid channel restriction which may impede fish passage. On the original construction, several problem areas developed.

Thank you for the opportunity of reviewing the projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director OFC

6/9/65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
L. R. Chandler (6)
J. F. Putnam (6)
A. F. Parson (2)

Received
Portland
FOR FILING

6660

March 9, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 College St., N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for six projects, Items 123 through 128, which we desire to have included in the Federal-Aid Emergency Relief Program occasioned by the December 22, 1964 and the January 28, 1965 floods.

(S. Yamhill R. Rd. Sec.)
Baltimore, Md.
ER-176(1)

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PRO

(PPM 21-

CARD 2	REPORT NUMBER (18) 1 (20)	PROJECT LOCATION *(65 typewriter spaces)* 21 St.Rd. 2.95 Mi. E. Bellevue E. 0.11 Mi. 65			ADT	PRESENT 340	FUTURE (66) 600 (70)	YEAR (71) 84 (7			
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 Temp. & Perm. Flood Damage Repairs 62		NATL. FOREST (63) (65)	FH ROUTE NO. (66) (69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) 65-1 (73)	PL. AUTH Y (74) (75		
CARD 4	CLASS OF FEDERAL FUNDS Emergency Relief							COUNTY NAME			
	NAME OF URBAN AREA 17-31							ROUTE NO.	FEDERAL-AID 103		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES (54) (58)	ESTIMATED PROJECT COST TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)
1	(14-15)	(18	41	42	43 46	53				
5					**PE**		St.Rd. 2.95 mi. E. Bellevue E. 0.11 mi. (MP 2.95 to MP 3.06) (S. Yamhill R. Bridge Section)			
5					**ROW**					
5					**CONST** (CODE)				72,000	3,600
								0.11	72,000	3,600*

(16) (23) (24) (33)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

This work occasioned by the December 22, 19

*5% Basis - To be increased to maximum pro r

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

di. (68)	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME (2) (3)	STATE CODE	APPN CODE (4) (8)	ITEM NO. (14) (18)
		340	600	84	08	Oregon	35	090	127

SUPV AGCY (80)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (76)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27
			65-1		ER-	176(1)			

COUNTY NAME: Yamhill — CODE: 071 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S. (41)
	103	153	

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Temp. & perm. flood damage repairs. (Debris cleanup, restore pavement & shoulders, 1000' of stone revetment)
					(Work by State forces and contract - negot. or regular)
	72,000	3,600	68,400		ROW-60' Min.; Access Control-None; Parking Restrictions-None.
0.11	72,000	3,600*	68,400		

(16) (23) (24) (33) REMARKS

This work occasioned by the December 22, 1964 flood.

*5% Basis - To be increased to maximum pro rata when additional funds become available.

USCOMM DUSCOMM-DC 46905-P61

SOUTH YAMHILL RIVER BRIDGE SECTION

PROJECT NO. ER-176(1)

Existing Facility

Roadway: 18' bituminous surface with 3' shoulders.

Structures: S. Yamhill River Overflow Bridge (MP 2.95), length 76'; S. Yamhill River Bridge (MP 3.06), length 272'.

Project Data

The S. Yamhill River overflowed the highway between MP 2.95 and MP 3.06 during the December 22, 1964 flood causing washouts of roadway including shoulders and pavement. The extreme high water in the overflow channel spanned by bridge at MP 2.95 eroded the banks to such an extent that the structure was threatened. It is proposed to construct approximately 1000 lineal feet of stone revetment to prevent further erosion by any future flood of such magnitude.

The work consists of 1000' stone revetment, debris cleanup, restore road including pavement and restore shoulders.

The major items generating the cost are: Approx. 1000' Stone Revetment -- $68,000; Restore Roadbed, Pavement and Shldrs. -- $4,000.

ER-168(1) Devitt Sec. of Eddyville-Blodgett Hwy. westerly of of Corvallis (Grad. & Pav.) 1965

#6661

RECEIVED
JAN 7 - 1966
FOR FILING
ER-168 (1)
6661

January 7, 1966

The American Insurance Company
McLaughlin Building
1220 S. W. Columbia
Portland 1, Oregon

Gentlemen:

Contract No. 6661 awarded to Frank Lyons and Company, Oregon Limited, for grading and paving the Devitt Section of the Eddyville-Blodgett Highway in Benton County was completed on November 29, 1965, and accepted by the Highway Commission on January 5, 1966.

Final payment in the amount of $5,223.63 will be released to the contractor after January 14, 1966. The total contract amount is $110,700.38 including $4,733.30 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Edward C. Larkins Agency
Woodlark Building
Portland, Oregon

Frank Lyons & Company,
Oregon Limited
5200 N.E. Alberta Street
Portland, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 5 - 1966
FOR FILING

ER-168(1)
6661

January 5, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed November 29, 1965, on Contract No. 6661. The contract was with Frank Lyons & Co., Oregon Ltd. and was for grading and paving on the Dewitt Section of the Eddyville-Blodgett Highway in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 5, 1966, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

RECEIVED
DEC 13 1965

COMMISSION MEMBERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH S. [illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

ER-168(1)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 9, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Attached are copies of the consolidated progress voucher for Emergency Relief Funds for costs incurred by the State of Oregon Highway Department for the period May 12, 1965, to November 30, 1965. The costs were incurred under Federal Aid Project No. 168(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Nasion
Controller

CHN:jc

Attachment

cc: R. L. Porter
L. H. Young
General Files

(MEMORANDUM) Voucher No. 5-Pgoreas

FORM PR 20e (REV)
Form Approved by
Comptroller General, U.S.,
February 11, 1955

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PUBLIC VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED (PPM 30-6)

VOUCHER NO.

BUREAU VOUCHER NO.

BUREAU SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon

STATE
Oregon

FEDERAL AID PROJECT NO.
[illegible] 168(1)

PROGRAM APPROVED
May 12, 1965

CONTRACT NO.

VOUCHER PERIOD: FROM November 1, 1965 TO November 30, 1965

FOR PRO-RATA SHARE OF THE UNITED STATES FOR LABOR AND MATERIALS ACTUALLY PUT INTO THE WORK COMPRISING THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
		63.45	$137,600.80	$136,883.10	$717.70	
		63.45	$137,600.80	$136,883.10	$717.70	

PROGRESS - FINAL	Date	By
Field audit made		
Received Division Office . . .		
Forwarded by Division Office.		
Received Region Office		
Forwarded by Region Office .		
Received W. O.		
Final forwarded to construction		
Fiscal review performed		
Passed for Payment		

REASONS HELD:

C. H. Maiesn
Controller

USCOMM DC 48078 P61

STATEMENT OF LABOR AND MATERIALS

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Total participating costs:					
	Prefix 21-4710-D				$ 6,109.85	
	Pro-rata Percentage				63.45	
	Sub-total Pro-rata from U.S.				$ 3,876.70	
	Contract Billing:					
	Prefix 21-1078				133,724.10	
	Total Claimed from U.S.				$137,600.80	

AMOUNT CARRIED FORWARD--

FORM PR-20A

USCOMM DC 49073 P61

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Devitt Section		WEEK ENDING: Dec. 4, 1965
		SECTION PREFIX: 102 - 1069
HIGHWAY: Eddyville - Blodgett		COUNTY: Benton
NAME OF JOB: Devitt Section	KIND OF WORK: Grading and Paving	
CONTRACTOR: Frank Lyons & Co.	CONTRACT NUMBER: 6661	FEDERAL AID PROJECT NUMBER: ER - 169(1)
DATE OF CONTRACT: July 22, 1965	DATE WORK STARTED: July 26, 1965	ESTIMATED COMPLETION DATE: November 30, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 131	CALENDAR DAYS USED 130
PROJECT AUTHORIZATION: $ 127,375.31	SPECIFIED COMPLETION DATE: November 30, 1965	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 118,317.51	ENGINEERING AUTHORIZATION $ 9,057.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 118,702.42	ENGINEERING COST TO DATE $ 8,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.3 %	PERCENT OF AUTHORIZATION 97 %	DATE PROJECT WAS COMPLETED: November 29, 1965

NOTED
F. B. KLABOE

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.48	0.48			0.48
MILES PARTIALLY COMPLETED	0.48	0.48			0.48
MILES COMPLETED	0.48	0.48			0.48
TOTAL ESTIMATED QUANTITIES (CONTRACT)	68,000 CY	5,000 CY			1,300 TON
TOTAL QUANTITIES CORRECTED TO DATE	73,000 CY	4,590 CY			1,320 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	73,000 CY	4,590 CY			1,320 TON
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

One Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Peters
Merelech
Trout
Scott
Wills
Litchfield
Olson
BEN CHEYNEY

RECEIVED
DEC 3 1965
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	Contractor put second coat of paint on guard rail.
MONDAY	Contractor doing minor clean-up on project.
TUESDAY	No further work on project.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project was completed November 29, 1965

FINAL REPORT

SIGNED L. L. [illegible], Asst. Engr. LOCATION Corvallis, Ore.

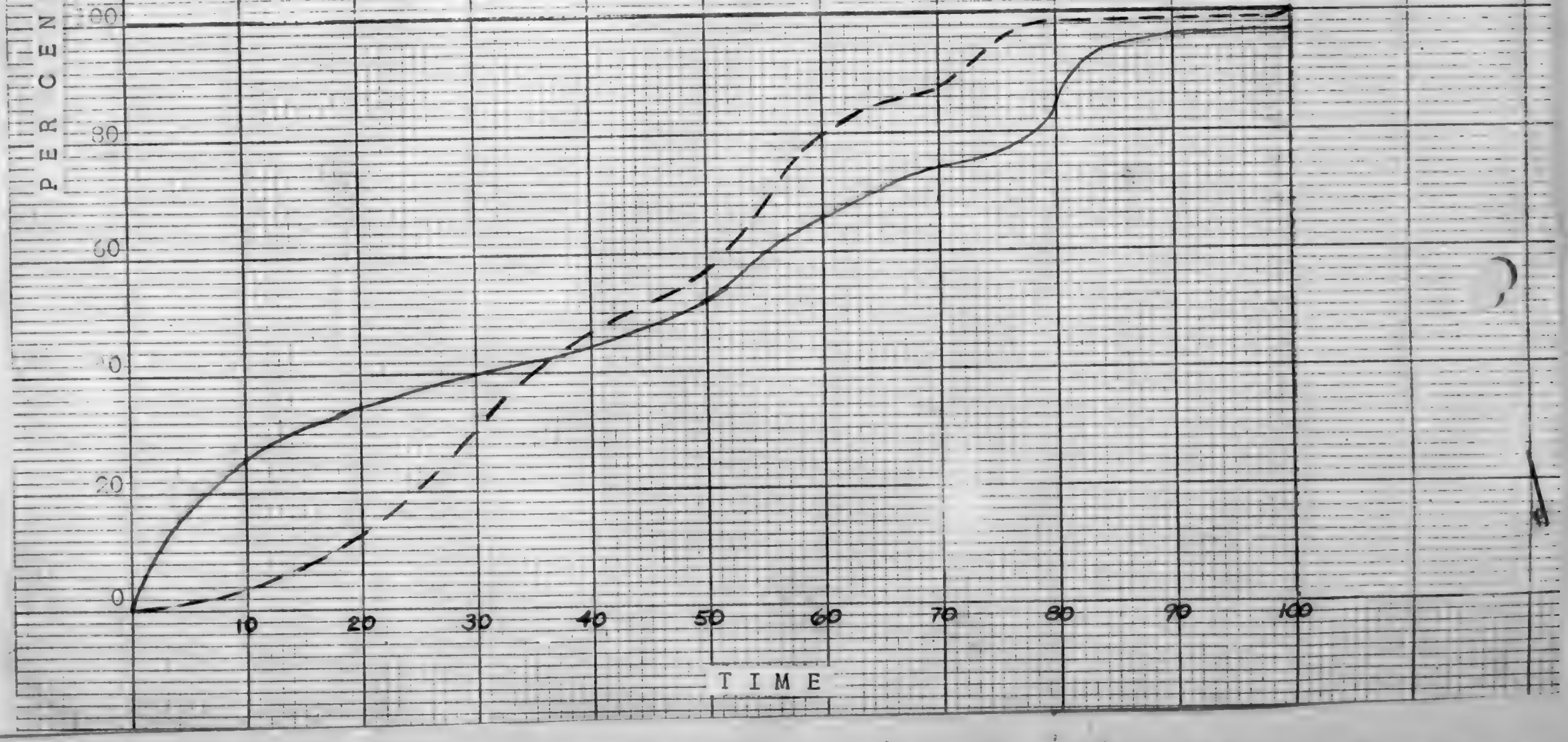
PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

Section
Highway Devitt
Contract No. Eddyville - Blodgett
F.A. Proj. No. 6661
FA - 169 (1)

Contract Completed _ _ _ _ _ _ _ _ _

Engineering Expended _ _ _ _ _ _ _ _ _



RECEIVED
DEC 22 1965
FOR FILING

FORM E-128X SCH 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 2, 1965

ER-169(1)

6661

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 29, 1965, on Contract No. 6661, Devitt Section, in Benton County, in connection with Federal-Aid Project No. ER-169(1).

We request that your office inspect the contract work and return a signed copy of this letter upon completion of establishment period indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

REFERRED TO
By Asst. State Hwy. Engr.
12-21-65

Bureau of Public Roads
Oregon Division Office Endorsement Date: December 6, 1965

Conditions noted on above date:

None

GKH/

A. W. Parsons
Division Engineer

By ME Martin

M. E. Martin
District Engineer

RECEIVED
DEC 21 1965
OFFICE
STATE HIGHWAY ENGR.

RECEIVED
NOV 29 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
44477
FOR FILING

PROJECT REPORT NO.
6661

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

11-8-65

STATE
Oregon

COUNTY
Lincoln and Benton

PROJECT NO.
ER-169(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Eddyville-Blodgett Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-28-65	18.89
*OTHER *(Specify)*		

FUNDS

Lic Agmt 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 121,948.00	$ 77,376.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Dwight L. Stuart

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~EX~~ A. H. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.
L.R. Backlund

Date executed by Division Engineer NOV 8 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. Ei-169(1)

EDDYVILLE-BLODGETT SECTION OF THE EDDYVILLE-

BLODGETT HIGHWAY IN LINCOLN AND BENTON COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices and estimated cost of work by state forces and negotiated equipment rental.)

Salem, Oregon, August 24, 1965

Type Code 6201
Devitt Section (Sta. 875+00 to Sta. 900+50)(Contract 6661)

Clearing and Grubbing	All Required			$13,200.00
Ditch Excavation, Unclassified	16	cu.yd.	5.00	80.00
Excavation, Unclassified	68,000	cu.yd.	0.42	28,560.00
Embankment Construction	1,400	cu.yd.	0.08	112.00
Finishing Roadbed and Slopes	All Required (70%)			700.00
Rounding Cutbanks	2,000	lin.ft.	0.15	300.00
Trench Excavation	300	cu.yd.	3.00	900.00
Watering	88	M-gal.	3.25	286.00
Obliteration of Roadway	14	sta.	35.00	490.00
3/4" - 0 Material in Base	580	cu.yd.	5.75	3,335.00
Stone Base	2,900	cu.yd.	5.60	16,240.00
3/4" - 0 Aggregate in Prime Coat	34	cu.yd.	6.50	221.00
RC-250 Asphalt in Prime Coat	6	tons	85.00	510.00
Class "B" Asphaltic Concrete	900	tons	8.60	7,740.00
18-inch Culvert Pipe	140	lin.ft.	5.00	700.00
30-inch Culvert Pipe	360	lin.ft.	14.00	5,040.00
60-inch Arch Type Pipe	100	lin.ft.	31.00	3,100.00
Guide Posts	36	only	8.00	288.00
Guard Rail	1,000	lin.ft.	2.70	2,700.00
Rail End Pieces	2	only	10.00	20.00
Extra Guard Rail Posts	4	only	10.00	40.00
				$84,562.00
Flagging (57½ of Contractor's Costs)	All Required			$ 750.00
Seeding and Mulching	All Required			2,500.00
				$3,250.00
Utilities				
Work by Consumers Power Co.	All Required			$ 2,775.50
Work by Pioneer Telephone Coop.	Lump Sum			146.14
				$ 2,921.64
	Subtotal			$90,733.64
	10% Engr. and Cont.			9,073.36
	Total			$99,807.00

Length of Roadway - - - - - - - - - - - 0.48 mile
Cost of Roadway Per Mile - - - - - - - $207,931.25

Type Code Y006
Roadway (Temporary and Permanent Repair)(MP 0.40 to MP 19.29)(Intermittent)

Negotiated Equipment Rental and Labor	All Required	$ 1,685.96
State Forces, Labor, Equipment Materials	All Required	20,455.45
		$22,141.41

Length of Roadway - - - - - - - - - - - 18.89 miles (Intermittent)

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Devitt Section	$ 99,807.00	$63,328.00	$36,479.00
State Forces (Temporary and Permanent Repair.)	22,141.41	14,048.00	8,093.41
Total	$121,948.41	$77,376.00	$44,572.41

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 102-4463, 102-4563, 121-4461, 121-4561 102-1069

Perritt Section

Consumers Power

(1) Retire existing line from work area.

Labor	$393.92
Depreciated value of existing line	419.64
Salvage value of retired line	(202.96)
Subtotal	$610.60

(2) Construct new line.

Material	$1,294.95
Labor	1,560.90
Betterment to system	(1,294.95)
	1,560.90
R/W clearing required	604.00
Subtotal	$2,164.90
Total	$2,775.50

Pioneer Telephone Co.

Book cost of existing line	$260.96
Depreciation @ 4% x 11 years	(114.82)
Total	$146.14

Estimated cost of removal equals value of material salvaged.

Lump Sum	$146.14

Davitt Section

State Work

Embankment Construction	60,800 cu.yd.	0.08	$ 4,864.00
Finishing Roadbed and Slopes	All Required (30%)		300.00
Watering	32 M-gal.	3.25	104.00
Obliteration of Roadway	12 sta.	35.00	420.00
3/4" - 0 Material in Base	270 cu.yd.	5.75	1,552.50
Stone Base	1,200 cu.yd.	5.60	6,720.00
3/4" - 0 Aggregate in Prime Coat	16 cu.yd.	6.50	104.00
RC-250 Asphalt in Prime Coat	2 tons	85.00	170.00
Class "B" Asphalt Concrete	400 tons	8.60	3,440.00
Guide Posts	2 only	8.00	16.00
Guard Rail	800 lin.ft.	2.70	2,160.00
Rail End Pieces	2 only	10.00	20.00
Extra Guard Rail Posts	4 only	10.00	40.00
			$19,910.50

Date 2-26-65 Invoice No. --- P. O. No. H 309888 State Printing 60703	Invoice for Service Rendered or Goods Furnished the OREGON STATE HIGHWAY DEPARTMENT by Tom Nash Trucking 4492 Coloma Dr. S.E. Salem, Oregon	This Space for Use of Accounting Division V00 24337

Rental of loader for flood damage repair on Eddyville-Blodgett Hwy.
Federal aid Secondary Hwy. Eddyville-Blodgett

Equipment:

Loader 2-5 to 2-23-65	104.5 hrs.	@ $9.00	$940.50

Labor—Owner Operated

19.5 hrs.	Over time	@ 6.90	134.55
85 hrs.	Straight time	@ 4.60	~~389~~ 391.00
			1466.05
		Plus 15%	219.91
		Total due	1685.96

(16)

102-4563-164 D 900.97
121-4561-164 D 784.99

Approval Recommended
R. D. Ahlberg
Division Engineer

PAYMENT APPROVED
MAR 16 1965
G. Wuchert

NOTED
J. A. PHILLIPS

Oregon State Highway Department

Federal-Aid
Project No. ER-169(1)

EDDYVILLE-BLODGETT SECTION OF THE EDDYVILLE-

BLODGETT HIGHWAY IN LINCOLN AND BENTON COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 29, 1965

Type Code 6201
Devitt Section (Sta. 875+00 to Sta. 899+50)

Clearing and Grubbing	All Required		$ 7,500.00
Ditch Excavation, unclassified	16 cu.yd.	3.00	48.00
General Excavation, unclassified	80,000 cu.yd.	0.85	68,000.00
Finishing Roadbed and slopes	All Required		750.00
Rounding cutbanks	2,000 Lin.ft.	0.25	500.00
Trench Excavation	300 cu.yd.	3.00	900.00
Watering	88 M-Gal.	5.00	440.00
Obliteration of Roadway	14 sta.	50.00	700.00
3/4" - 0 Material in Base	580 cu.yd.	4.75	2,755.00
Stone Base	2,900 cu.yd.	4.50	13,050.00
3/4" - 0 Aggregate in Prime Coat	34 cu.yd.	7.00	238.00
RC - 250 Asphalt in Prime Coat	6 ton	75.00	450.00
Class "B" Asphaltic concrete	900 ton	10.00	9,000.00
18-inch Culvert Pipe	140 Lin.ft.	5.00	700.00
30-inch Culvert Pipe	360 Lin.ft.	11.00	3,960.00
60-inch Arch Type Pipe	100 Lin.ft.	35.00	3,500.00
Guide Posts	36 only	8.00	288.00
Guard Rail	1,000 Lin.ft.	3.00	3,000.00
Rail End Pieces	2 only	5.00	10.00
Extra Guard Rail Posts	4 only	10.00	40.00
			$ 115,829.00
Flagging (57½% of Contractor's Costs)	All Required		750.00
Seeding and Mulching	All Required		2,500.00
			$ 3,250.00

UTILITIES

Work by Consumer's Power Co.	All Required		4,500.00
Work by Pioneer Telephone Corp.	All Required		1,000.00
			$ 5,500.00
	Subtotal		$ 124,579.00
	10% Engr. & Cont.		12,457.00
	Total		$ 137,036.00

Length of Roadway - - - - - - - - - - - - - - - 0.464 mile
Cost of Roadway per mile - - - - - - - - - - $295,336.20

Federal Funds -	$ 86,949.00
State Funds -	50,087.00
	$137,036.00

WORK RETAINED IN AUTHORIZED FUND STATUS

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract.	$24,964.00	$15,751.00	$9,213.00

Oregon State Highway Department

Federal-Aid
Project No. ER-169(1)

EDDYVILLE-BLODGETT SECTION OF THE EDDYVILLE-BLODGETT HIGHWAY

IN LINCOLN AND BENTON COUNTIES

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 8, 1965

Type Code 6201
Devitt Section (Sta. 875+00 to Sta. 899+50)

Clearing and Grubbing	All Required		$ 7,500.00
Ditch Excavation, Unclassified	16 cu.yd.	$ 3.00	48.00
Excavation, Unclassified	68,000 cu.yd.	0.75	51,000.00
Embankment Construction	1,400 cu.yd.	0.20	280.00
Finishing Roadbed and Slopes	All Required (70%)		525.00
Rounding Cutbanks	2,000 lin.ft.	0.25	500.00
Trench Excavation	300 cu.yd.	3.00	900.00
Watering	88 M-gal.	5.00	440.00
Obliteration of Roadway	14 sta.	50.00	700.00
3/4" - 0 Material in Base	580 cu.yd.	4.75	2,755.00
Stone Base	2,900 cu.yd.	4.50	13,050.00
3/4" - 0 Aggregate in Prime Coat	34 cu.yd.	7.00	238.00
RC-250 Asphalt in Prime Coat	6 ton	75.00	450.00
Class "B" Asphaltic Concrete	900 ton	10.00	9,000.00
18-inch Culvert Pipe	140 lin.ft.	5.00	700.00
30-inch Culvert Pipe	360 lin.ft.	11.00	3,960.00
60-inch Arch Type Pipe	100 lin.ft.	35.00	3,500.00
Guide Posts	36 only	8.00	288.00
Guard Rail	1,000 lin.ft.	3.00	3,000.00
Rail End Pieces	2 only	5.00	10.00
Extra Guard Rail Posts	4 only	10.00	40.00
			$ 98,884.00
Flagging (57½% of Contractor's Costs)	All Required		$ 750.00
Seeding and Mulching	All Required		2,500.00
			$ 3,250.00
Utilities			
Work by Consumers Power Co.	All Required		$ 4,500.00
Work by Pioneer Telephone Corp.	All Required		1,000.00
			$ 5,500.00
	Subtotal		$107,634.00
	10% Engr. & Cont.		10,763.00
	Total		$118,397.00

Length of Roadway . . . . . 0.464 Mile
Cost of Roadway Per Mile. . . . $255,165.94

Federal Funds	$ 35,215.00*
State Funds	83,182.00
	$118,397.00

WORK RETAINED IN AUTHORIZED FUND STATUS

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract	$43,603.00	$12,373.00*	$ 31,230.00

*NOTE: This is a token-financed project and does not constitute a firm commitment. These figures will be revised to full pro rata when and if funds become available.

DEVITT SECTION

State Work

Embankment Construction	60,800	cu.yd.	$ 0.20	$12,160.00
Finishing Roadbed and Slopes	All Required (30%)			225.00
Watering	32	M-gal.	5.00	160.00
Obliteration of Roadway	12	sta.	50.00	600.00
3/4" - 0 Material in Base	270	cu.yd.	4.75	1,282.50
Stone Base	1,200	cu.yd.	4.50	5,400.00
3/4" - 0 Aggregate in Prime Coat	16	cu.yd.	7.00	112.00
RC-250 Asphalt in Prime Coat	2	ton	75.00	150.00
Class "B" Asphalt Concrete	400	ton	10.00	4,000.00
Guide Posts	2	only	8.00	16.00
Guard Rail	800	lin.ft.	3.00	2,400.00
Rail End Pieces	2	only	5.00	10.00
Extra Guard Rail Posts	4	only	10.00	0.00
				$26,555.50

RECEIVED
NOV 9 - 1965

FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required
G1-P
Date OCT 7 1965 Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Devitt Section Date Oct. 4 19 65

Highway Eddyville-Blodgett Contract No. 6661

County Benton Prefix 102-1069

Contractor Frank Lyons and Company, Oregon Ltd. F. A. Project No. ER-169(1)

Address 5200 N.E. Alberta St., Portland, Oregon Order No. 3 - Supp.

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Place 8" perf. drain pipe in northerly (cut bank side) of roadway section to intercept underground water which originates in steep area northerly from cut bank and flows underground in differential sandstaone strata into roadway. Purpose of interceptor drain is to pick up this water and carry it down grade to cross culvert. Interceptor will be buried approx. 18" below roadside ditch.

The water to be intercepted was not apparent until work was near completion. The excavation cut underground flow of water and caused some bank sliding.

Location by station numbers:

Sta. 886 to 892+00

Estimate of quantities and cost:

	Total Auth.	Orig. Auth.	This Order
Material	$ 1,300.00	$ 1,100.00	$ 200.00
Equipment	1,100.00	200.00	900.00
Labor	200.00	200.00	
	$2,600. 00	$ 1,500.00	$ 1,100.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not anticipated in original plans and estimates.
This work was done under Order for Extra Work No. 3, and during the operation slide material broke from further back than anticipated and had to be removed from already constructed grade with small backhoe and truck.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization . . . . . $ 127,375.31

Present estimate of project cost, including $ 2,600.00 for work under this order $ 127,375.31

Expected under-run / over-run amount . . . . . $

Expected under-run / over-run per cent . . . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. L. MacIntyre — Resident Engineer

Approval Recommended: /s/ John A. Bond — For Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer — Asst. Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Young 11-9-65

RECEIVED
SEP 28 1965
FOR FILING
ER-169(1)
FILE

Form CD-121 (11-63) (Prss. by A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 21, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-169(1)
Devitt Section, Eddyville-Blodgett Highway
State Force Order No. 3, Seeding & Mulching

Reference is made to your letter dated September 17, 1965 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

It is assumed that the work provided for under the order includes seeding and mulching of the State construction work on each end of the ER project, which is not eligible for Federal participation. Related costs should be separated accordingly.

Attach.

RECEIVED
SEP 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO w/encl.
By Asst. State Hwy. Engr.
9-27-65

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

XEROX COPY XEROX COPY XEROX COPY XEROX COPY

Form A-108—554

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 3 1965 By W E Martin
Title Bridge Engineer
U.S. Bureau of Public Roads

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Devitt Section Date August 30, 1965

Highway Eddyville-Blodgett Contract No. 6661 F. A. Project No. ER-169(1)

County Benton Prefix 102-1069 Account No. 224-238-03

Description of Work To Be Done:

Seeding and Mulching

Location by Station Numbers:

Throughout Project

Estimate of Quantities and Costs:

Project authorization allows $2,500.00

Explanation:

This work was anticipated and is listed on original authorization.
This work has not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 127,375.31	
Present estimate of project cost, including $ 2,500.00 for work under this order	$ 127,375.31	
Expected under-run / over-run (amount)	$ - -	
Expected under-run / over-run (per cent)	- -	

Submitted by: /s/ L. L. MacIntyre
L. L. MacIntyre Resident Engineer

Approval Recommended: /s/ John A. Bond
Asst. Construction Engineer or — Bridge Engineer

Approval Recommended: /s/ Harold Wimer
Asst. Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

XERO COPY XERO COPY XERO COPY XERO COPY

RECEIVED
OCT 8 - 1965
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 15 1965 By ME Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Devitt Section Date Sept. 15, 1965.

Highway Eddyville-Blodgett Contract No. 6661

County Benton Prefix 102-1069

Contractor Frank Lyons & Co. Oregon Ltd. F. A. Project No. ER-169(1)

Address 5200 N.E. Alberta St., Portland, Oregon Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Place 8" perf. drain pipe in northerly (Cut Bank Side) of roadway section to intercept underground water which originates in steep area northerly from cut bank, and flows underground in differential sandstone strata into roadway. Purpose of interceptor drain is to pick up this water and carry it down grade to cross culvert. Interceptor will be buried approx. 18 inches below roadside ditch.

The water to be intercepted was not apparent until work was near completion. The excavation cut underground flow of water and caused some bank sliding.

Location by station numbers:

Sta. 886+00 to 892+00

Estimate of quantities and cost:

Material	$1,100.00
Equipment	200.00
Labor	200.00
Total	$1,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not anticipated in original plans and estimates.

This work has not been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$127,375.31
Present estimate of project cost, including $1,500.00 for work under this order	$127,375.31
Expected under-run / over-run amount	$ -
Expected under-run / over-run per cent	-

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. L. MacIntyre, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer, Division Engineer
Asst.

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
AUG 26 1965
FORM E-501—5011—12-60 84577
FOR FINAL

ER-168(1)

6661

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1965

SUBJECT: Devitt Section
Eddyville-Blodgett Highway
Contract No. 6661

To: Mr. R. D. Asburry
Division Engineer
OFFICE

It is noted that the Devitt Section of the Eddyville-Blodgett Highway, Contract No. 6661 is only 18% complete whereas the engineering authorization is 36% expended.

Please take immediate steps to see that the engineering is brought into proper focus with the construction work.

A supply of graphs is attached. Please have the Resident complete and attach to all future weekly reports on this project.

F. D. Morgan
Construction Engineer

FAP:ikk
Attach.
cc: F. B. Klaboe

RECEIVED
AUG 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
AUG 19 1965
FOR FILING
EK-169(1)

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification o project agreement if additiona funds are required.
Date AUG 9 1965 By M E Martin
Title Dist. Engineer
U.S. Bureau of Public Road

G-1, P

Project Name Devitt Section ..... Date July 30, ... 19 65
Highway Eddyville-Blodgett ..... Contract No. 6661
County Benton ..... Prefix 102-1069
Contractor Frank Lyons & Co. Oregon Ltd. ..... F. A. Project No. ER-169(1)
Address 5200 N. E. Alberta, Portland, Oregon ..... Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Flagging, State Share,

Location by station numbers:
Throughout project.

Estimate of quantities and cost:

Project authorization allows $750.00 for State's Share of flagging.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contract provides that State shall bear 57½% of flagging costs.
This work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 127,375.31
Present estimate of project cost, including $ 750.00 for work under this order	$ 127,375.31
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. L. MacIntyre
L. L. MacIntyre Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Garald Wimer
Asst. Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing Young 8-18-65

RECEIVED
JUL 27 1965

FORM FHWA-20 (1-62) (Rev.) by A.O. 206

UNITED STATES GOVERNMENT

Memorandum

EA

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

ER-168(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 26, 1965

In reply refer to: 08-35.2-EC

6661

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-168(1), Devitt Section
Consumer's Power, Inc. Utility Adjustment

Our memorandum dated July 2, 1965 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated June 21, 1965, furnished with the P. S. & E. documents for the physical construction, and the above-mentioned utility's letter dated July 22, 1965, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated July 22, 1965.

You are hereby authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

REFERRED TO
orig to Young
By Asst. State Hwy. Engr.
copies to Morgan, Litchfield, Labbe
7-29-65

NOTED
E. B. KLABOE

RECEIVED
JUL 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form 60-1 (11-65) (Prescribed by A.O. 266-1)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED JUL 27 1965

KLH Rde

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: July 26, 1965

In reply refer to: 08-35.2-EC

TO: ER-168(1) Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: 661 A. W. Parsons, Division Engineer
~~Salem, Oregon~~

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-168(1), Devitt Section
Pioneer Telephone Cooperative Utility Adjustment

Our memorandum dated July 2, 1965 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated June 21, 1965, furnished with the P.S. & E. documents for the physical construction, and the above-mentioned utility's letter dated July 7, 1965, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated July 22, 1965. Reimbursement on an agreed lump sum basis of $146.14 is approved.

You are hereby authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

REFERRED TO
orig to Yrnsf
By Asst. State Hwy. Engr.

RECEIVED
JUL 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

copies to
Morgan
Litchfield
Rohde
7-29-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 27 1965
For Filing

ER-168(1)
6661

July 26, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of July 21, 1965, is requested in the award of contract for the Devitt Section, Project No. ER-168(1).

The contractor receiving the award is Frank Lyons & Co., Oreg. Ltd. of Portland, in the amount of $104,472.50, with Contract No. 6661 assigned. This bid was received on July 20, 1965, and awarded July 23, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DAR:ia

cc: F. B. Klaboe
F. D. Morgan

RECEIVED
JUL 26 1965
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

ER-168(1)

6661

July 2[illegible], 196[illegible]

Frank Lyons & Company
[illegible]00 N. E. Alberta Street
Portland, Oregon 9721[illegible]

Gentlemen:

The State Highway Commission on July 22, 196[illegible], awarded to you State Highway Contract No. 6661 for the following project:

Grading and paving on the Devitt Section of the Eddyville-Blodgett Highway westerly of Corvallis in Benton County.

This award was based on your bid of $104,472.[illegible]0 which was submitted to the Commission on July [illegible]0, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. M. Young
R. C. Savage (1 C)

ER-153(2) Chewaucan R. (Gravelly Ford) 1965
Br. Sec. of Fremont Hwy.
#6662 (Struc., Grad., & Oiling)

STATE COPY

Monthly transaction number: 5-111	FORM PR-2A (6-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Lake
		Project number: ER-153(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 3, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 135,264

Revised Federal funds $ 85,824.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10th day of May, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. H. Klabre

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. ER-153(2)

GRAVELLY FORD BRIDGE SECTION

OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and revised estimate of bid item General Excavation, Unclassified.)

Salem, Oregon, April 26, 1966

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code X080
Gravelly Ford Bridge (No. 571A)(Sta. 1421+20 to Sta. 1422+70)(Contract 6662)

Remove Existing Bridge	All Required		$ 5,000.00
Furnish Treated Timber Piling	720 lin.ft.	$ 1.75	1,260.00
Furnish 16-inch Prestressed Piling	900 lin.ft.	6.00	5,400.00
Drive Timber Piles	16 only	60.00	960.00
Drive Prestressed Piles	18 only	100.00	1,800.00
Class "A" Concrete (81 cu.yd.)	All Required		9,000.00
3'x45' to 50' Prestressed Slabs	12 only	1,200.00	14,400.00
3'x50' to 55' Prestressed Slabs	24 only	1,200.00	28,800.00
Metal Reinforcement (11,000 lb.)	All Required		2,000.00
			$68,620.00
	10% Engr. & Cont.		6,862.00
			$75,482.00

Type Code 3210
Roadway (Sta. 1413+00 to Sta. 1438+68)(Contract 6662)

Clearing and Grubbing	All Required		$ 2,500.00
General Excavation, Unclassified	3,040 cu.yd.	$ 1.40	4,256.00
Special Borrow Excavation, Unclassified	2,500 cu.yd.	1.00	2,500.00
Finishing Roadbed and Slopes	0.46 mile	2,000.00	920.00
Watering	150 M-gal.	5.00	750.00
Obliterating of Roadway	15 sta.	100.00	1,500.00
3/4" - 0 Material in Base	700 cu.yd.	5.50	3,850.00
Stone Base	4,550 cu.yd.	5.50	25,025.00
3/4" - 0 Aggregates in Prime Coat	70 cu.yd.	8.00	560.00
RC-250 Asphalt in Prime Coat	12 ton	60.00	720.00
Aggregates in Asphalt Macadam	260 cu.yd.	10.00	2,600.00
120-150 Asphalt in Asphalt Macadam	16 ton	60.00	960.00
MS-1 Asphalt in Asphalt Macadam	10 ton	60.00	600.00
Loose Riprap	700 cu.yd.	4.00	2,800.00
18-inch Steel Culvert Pipe, 16 Ga.	24 lin.ft.	10.00	240.00
Guard Rail	660 lin.ft.	4.00	2,640.00
Rail End Pieces	8 only	6.00	48.00
Extra Guard Rail Posts	22 only	10.00	220.00
Furnishing Field Laboratory Building	All Required		250.00
			$52,939.00

Flagging (57½% of Contractor's Cost)	All Required	$ 500.00
		$53,439.00
	10% Engr. & Cont.	5,343.00
		$58,782.00

Length of Structure - - - - - - - - -	0.028 Mile
Length of Roadway - - - - - - - - - -	0.458 Mile
Total Length	0.486 Mile
Cost of Roadway Per Mile- - - - - -	$128,373.36

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 366.00
Structure	75,482.00	47,893.00	27,589.00
Roadway	58,782.00	37,297.00	21,485.00
Totals	$135,264.00	$85,824.00	$49,440.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 549, Laws 1939.
State Funds for Maint.: Chap. 549, Laws 1939.

Prefix: 19-1042

STATE COPY

RECEIVED
SEP 10 1965
9-46

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

PROJECT REPORT NO. ER-153(2)

6662

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-3-65

STATE: Oregon

COUNTY: Lake

PROJECT NO.: ER-153(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Gravelly Ford Bridge Section of the Fremont Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	6-30-65	0.486
RIGHTS-OF-WAY		
CONSTRUCTION	7-2-65	0.486
*OTHER *(Specify)*		

FUNDS — Pro Rata 63.45%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 133,509.00	$ 84,710.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. W. Parsons
(Division Engineer)

S. R. Backlund

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer: September 3, 1965

Oregon State Highway Department

Federal-Aid
Project No. ER-153(2)

GRAVELLY FORD BRIDGE SECTION

OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 17, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code 1080
Gravelly Ford Bridge (No. 571A)(Sta. 1421+20 to Sta. 1422+70)(Contract 6662)

Remove Existing Bridge	All Required		$ 5,000.00
Furnish Treated Timber Piling	720 lin.ft.	$ 1.75	1,260.00
Furnish 16-inch Prestressed Piling	900 lin.ft.	6.00	5,400.00
Drive Timber Piles	16 only	60.00	960.00
Drive Prestressed Piles	18 only	100.00	1,800.00
Class "A" Concrete (81 cu.yd.)	All Required		9,000.00
3' x 45' to 50' Prestressed Slabs	12 only	1,200.00	14,400.00
Metal Reinforcement (11,000 lbs.)	All Required		2,000.00
			$68,620.00
	10% Engr. & Cont.		6,862.00
			$75,482.00

Type Code 3210
Roadway (Sta. 1413+00 to Sta. 1438+68)(Contract 6662)

Clearing and Grubbing	All Required		$ 2,500.00
General Excavation, Unclassified	1,900 cu.yd.	$ 1.40	2,660.00
Special Borrow Excavation, Unclassified	2,500 cu.yd.	1.00	2,500.00
Finishing Roadbed and Slopes	0.46 mile	2,000.00	920.00
Watering	150 M-gal.	5.00	750.00
Obliterating of Roadway	15 sta.	100.00	1,500.00
3/4" - 0 Material in Base	700 cu.yd.	5.50	3,850.00
Stone Base	4,550 cu.yd.	5.50	25,025.00
3/4" - 0 Aggregates in Prime Coat	70 cu.yd.	8.00	560.00
RC-250 Asphalt in Prime Coat	12 ton	60.00	720.00
Aggregates in Asphalt Macadam	260 cu.yd.	10.00	2,600.00
120-150 Asphalt in Asphalt Macadam	16 ton	60.00	960.00
RS-1 Asphalt in Asphalt Macadam	10 ton	60.00	600.00
Loose Riprap	700 cu.yd.	4.00	2,800.00
18-inch Steel Culvert Pipe, 16 Ga.	24 lin.ft.	10.00	240.00
Guard Rail	660 lin.ft.	4.00	2,640.00
Rail End Pieces	8 only	6.00	48.00
Extra Guard Rail Posts	22 only	10.00	220.00
Furnishing Field Laboratory Building	All Required		250.00
			$51,343.00

Flagging (57½% of Contractor's Cost)	All Required	$ 500.00
		$51,843.00
	10% Engr. & Cont.	5,184.00
		$57,027.00

Length of Structure - - - - - - - - 0.028 Mile
Length of Roadway - - - - - - - - - 0.458 Mile
Total Length- - - - - - - - - - - - 0.486 Mile

Cost of Roadway Per Mile- - - - - $124,513.10

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 366.00
Structure	75,482.00	47,893.00	27,589.00
Roadway	57,027.00	36,183.00	20,844.00
	$133,509.00	$84,710.00	$48,799.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JAN 28 1966
FOR FILING
ER-153(2)
6662

January 28, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6662 awarded to Hamilton Construction Company for structure, grading, and oiling on the Chewaucan River (Gravelly Ford) Bridge on the Fremont Highway in Lake County was completed on December 10, 1965, and accepted by the Highway Commission on January 27, 1966.

Final payment in the amount of $4,593.69 will be released to the contractor after February 4, 1966. The total contract amount is $124,277.87 including $1,556.97 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Hamilton Construction Company
Box 1376
Eugene, Oregon

L. H. Young
C. H Maison
Attn: John Herr

RECEIVED
FEB 1 - 1966
FOR FILING

ER-153(2)

6662

January 27, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed December 10, 1965, on Contract No. 6662. The contract was with Hamilton Construction Company and was for structure, grading and oiling on the Chewaucan River (Gravelly Ford) Bridge Section on the Fremont Highway in Lake County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 27, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. S. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
I. D. Merchant
C. H. Maison
J. F. Putnam

bg

Report No. 19

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Chewaucan River (Gravelly Ford) Bridge		WEEK ENDING: December 25, 1965
		SECTION PREFIX: 19-1042
HIGHWAY: Fremont		COUNTY: Lake
NAME OF JOB: Chewaucan River (Gravelly Ford) Bridge	KIND OF WORK: Structure, Grading, and Oiling	
CONTRACTOR: Hamilton Construction Co.	CONTRACT NUMBER: 6662	FEDERAL AID PROJECT NUMBER: FR-153(2)
DATE OF CONTRACT: July 22, 1965	DATE WORK STARTED: August 17, 1965	ESTIMATED COMPLETION DATE: December 10, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: November 30, 1965	PERCENT OF TIME ELAPSED: 108
PROJECT AUTHORIZATION: $135,520.87		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $125,883.83	ENGINEERING AUTHORIZATION: $9,637.04	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $125,030.70	ENGINEERING COST TO DATE: $9,637.04	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: — %	PERCENT OF AUTHORIZATION: 100 %	DATE PROJECT WAS COMPLETED: December 10, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.47	0.47		0.46	0.03
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.47	0.47		0.46	0.03
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,100 cy	5,250 cy		38 t 330 cy	0
TOTAL QUANTITIES CORRECTED TO DATE	5,736 cy	5,735 cy		37.4 t 334 cy	46.75 t
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"		" "	"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	517 A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear - Cold			
TUESDAY	Snow flurries			
WEDNESDAY	Cold - windy			
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
DEC 30 1965
CONSTRUCTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	One man in office working on semi-final data.
TUESDAY	Semi-final submitted to the Division Office by L. H. Warfield.
WEDNESDAY	No activity on project.
THURSDAY	" " "
FRIDAY	" " "
SATURDAY	

REMARKS

This is the final report for this project.

cc: Construction (3)
Bridge Department
B.P.R.
Division Office
A. C. Harwood

SIGNED E. J. Dunn LOCATION Lakeview

E. J. Dunn

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JAN 21 1966
FORM E-123X BOM 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-153 (2)

6662

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 14, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 10, 1965, on Contract No. 6662, Chewaucan River (Gravelly Ford) Bridge Section, in Lake County, in connection with Federal-Aid Project No. ER-153(2).

We request that your office inspect the contract work and return a signed copy of this letter upon completion of establishment period indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: January 14, 1966

Conditions noted on above date:

This project was inspected on January 11, 1966, and has been completed in substantial conformance with approved plans and specifications.

A. W. Parsons
Division Engineer
By: M. E. Martin
District Engineer

CTC/

RECEIVED
JAN 24

Refd to Jones Jr
1-21-66

RECEIVED
OCT 20 1965
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement. G-1 P additional funds are required.
Date OCT 6 1965
[illegible] Engr. Coordinator
U.S. Bureau of Public Roads

ER-153(2)
6662

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Chewaucan River (Gravelly Ford) Bridge — Date Sept. 30, 1965
Highway Fremont — Contract No. 6662
County Lake — Prefix 19-1042
Contractor Hamilton Construction Co. — F. A. Project No. ER-153(2)
Address P. O. Box 1376, Eugene, Ore. 97401 — Order No. 1 - Supplement

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State participation in flagging costs

Location by station numbers:

Throughout project

Estimate of quantities and cost:

Flagging Costs, State's Share (57½%)

Original Authorization (EWO #1)	$ 500.00
This Supplement	100.00
Total	$ 600.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

State participation in flagging costs was anticipated in the project authorization.
This supplemental authorization is required due to payment of travel allowance to flagmen.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 135,520.87
Present estimate of project cost, including $ 100.00 for work under this order	$ 135,520.87
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	-

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. J. Dunn, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or For

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
NOV 9 - 1965
FOR FILING

ER-153(2)
6662

STATE COPY
OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement GI-P. Additional funds are not required.
Date SEP 8 1965 W E Martin
Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Chewaucan River (Gravelly Ford) Bridge Date Sept. 28, 1965
Highway Fremont Contract No. 6662
County Lake Prefix 19-1042
Contractor Hamilton Construction Co. F. A. Project No. ER-153(2)
Address P. O. Box 1376, Eugene, Ore. Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install 40 lineal feet of 12" C.S.P.

Location by station numbers:

1416+25 (left)

1426+00 (right)

Estimate of quantities and cost:

	Quantity	Unit	Cost
Corr. Stl. Pipe, 12" 16 ga. galv.	40 ft.	1.43/ft.	$57.20
Labor, incl. benefits	4 hr.	4.29/hr.	17.16
		Subtotal	$74.36
		Contractor's 15% Allowance	11.15
		Total	$85.51

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Two road approaches are to be constructed at the listed stations. No provisions were made in the contract for providing drainage facilities under these approaches. This C.S.P. will correct this drainage deficiency.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$135,520.87
Present estimate of project cost, including $85.51 for work under this order	$135,520.87
Expected under-run / over-run amount	$0
Expected under-run / over-run per cent	-

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. J. Dunn
E. J. Dunn, Resident Engineer

Approval Recommended: /s/ John A. Bond
For Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

young 11-9-65

RECEIVED
SEP 28 1965
FOR FILING

Form CD-121 (11-53) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 21, 1965

In reply refer to: 08-35.DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon ER-153(2)
Gravelly Ford Bridge Section
Fremont Highway

Mr. Morgan's letter of September 15, 1965 directs attention to an error in obtaining planned subgrade width on the subgrade construction of the approaches to the structure on the subject project.

In view of the fact that less than 0.5 miles of roadway is involved and the surfaced roadway width remains as planned with only the surfacing slopes being revised, approval is hereby given to the mentioned variance from the planned typical section.

REFERRED TO
Morgan - Young
BY ASST. STATE HWY. ENGR.
9-27-65

RECEIVED
SEP 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 50M 2-65

RECEIVED
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
SEP 16 1965
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID O. SIMPSON, MEMBER
PORTLAND
153 File
FR 153(2)
6662

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 15, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

RE: Chewaucan River (Gravelly Ford)
Bridge Section
Fremont Highway
Lake County
Project No. BR-153(2)

Please refer to the typical section on the referenced project. The overall surfacing width as shown on the typical section is 21 feet each side of centerline. The subgrade was erroneously constructed to 19 feet each side of centerline. The rock surfacing slope on this project would be, to fit the subgrade actually constructed, approximately 2.2:1 on the low side of the roadway and approximately 3.2:1 on the high side.

The grading and surfacing work on this project has been completed. We request your approval in the variance of this typical section from a total width of 42 feet to a total width of 38 feet.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

DLT:fp
cc F. B. Klaboe
L. H. Young

RECEIVED
SEP 16 1965

RECEIVED
SEP 15 1965
FOR FILING
ER-153(2)
6662

Form R-306-438

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement for additional funds are required.
Date AUG 31 1965 By: DE Dunn
Title Dist engineer
U.S. Bureau of Public Roads

Project Name Chewaucan River (Gravelly Ford) Bridge — Date August 27, 1965
Highway Fremont — Contract No. 6662
County Lake — Prefix 19-1042
Contractor Hamilton Construction Co. — F. A. Project No. ER-153(2)
Address P.O. Box 1376, Eugene, Oregon 97401 — Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Salvage and reinstall 75 rods Type 1 fence
Furnish and install 85 rods Type 1 fence

Location by station numbers:

1413+00 - 1425+10 Rt. Salvage and reinstall
1425+10 - 1438+82 Rt. Furnish and install

Estimate of quantities and cost:

	Unit	Rate	Quantity	Total
Laborer, including benefits	Hour	$4.33	40	$173.20
Materials, furnish Type 1 fencing materials (Including brace posts, stays, & approx. 3 cu.yds. concrete)	Rod	$4.70	85	$399.50
			Subtotal	$572.70
				85.91 Plus 15% Contr's Allowance
			Total	$658.61

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

State obligation to re-establish fence was established in the right-of-way obligations, File Nos. 37857 and 37861.
Funds were not provided for in the project authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 135,520.87
Present estimate of project cost, including $ 658.61 for work under this order	$ 135,520.87
Expected under-run / over-run amount	$ -
Expected under-run / over-run per cent	-

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. J. Dunn — E. J. Dunn, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. H. Warfield — Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer or Assistant State Highway Engineer or Office Engineer.

State Printing 9-15-65

FORM B-128

RECEIVED
AUG 13 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

ER 153(2)

6662

Mr. Klaboe

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 12, 1965

Surprise Valley Electrification Corp.
Post Office Box 691
Alturas, California 96101

Attention: Mr. Donald W. Hicks

Re: Our Letter of 6/18/65
Power Line Adjustment
Chewaucan River (Gravelly Ford) Bridge Section
Fremont Highway

Gentlemen:

In our letter of June 18, 1965, we advised you concerning two poles which were "possible conflicts" with the highway construction in subject section of the Fremont Highway.

Enclosed herewith is a copy of a memo from the office of our Project Resident Engineer which informs us that upon "staking" in the field it has been determined definitely that said poles are not in conflict with the project.

Please disregard our letter of June 18, 1965, as no adjustment of your facilities will be required in connection with the project.

Our field personnel have notified your line foreman concerning the foregoing, (see memo enclosed).

Very truly yours,

G. E. ROHDE
Chief Counsel

By
J. N. HERSHBERGER
Staff Attorney

NOTED
F. B. KLABOE

JNH:lb
Enclosure
cc--F. B. Klaboe
--F. D. Morgan
--Ted Litchfield (4)
--John E. Holcomb
--S. P. Jones
--E. J. Dunn
--G. W. Ross
--J. F. Putnam

RECEIVED
AUG 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

TO: J. N. Hershberger, Utilities & RR Atty.
State Highway Bldg., Salem, Ore.

SUBJECT: Power Line Adjustment
Chewaucan R. (Gravelly Ford) Bridge Sec.

FROM:
E. J. Dunn, Res. Eng'r.
P. O. Box 1108
Lakeview, Ore. 97630

DATE: August 10, 1965

While slope-staking the sections for the (Gravelly Ford) project, we checked the poles described in your letter of June 18, 1965 ~~in~~ to the Surprise Valley Electrification Corp., Alturas, Calif. These poles do not conflict with construction requirements.

We have verbally notified the line foreman for this area for Surprise Valley of this fact, as his office is in the same building as ours. Is it necessary to send a formal letter to the Alturas office? If so, who should send it? Please advise; thanks.

E. J. Dunn
Resident Engineer

Arthur L. Hamilton

by Arthur L. Hamilton
Officeman

cc: J. F. Putnam

(SIGNATURE)

PLEASE REPLY HERE

This office will advise the Alturas office of the utility to disregard our letter of June 18, 1965, in view of your field check of the purported conflicting poles. I will also attach a copy of your memo.

Thanks for bringing this to our attention.

J. N. Hershberger

J. N. HERSHBERGER
Staff Attorney

8-11-65

CC: _____ (SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 2 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

RECEIVED
AUG 3 1 1965
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date 1965 By ME Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

F-A 165(2)

Project Name Chewaucan River (Gravelly Ford) Bridge — Date July 29, 1965
Highway Fremont — Contract No. 6662
County 66-2 Lake — Prefix 19-1042
Contractor Hamilton Construction Co. — F. A. Project No. ER-153(2)
Address P. O. Box 1376, Eugene, Ore. — Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State participation in flagging costs

Location by station numbers:

Throughout project

Estimate of quantities and cost:

Flagging costs, State's share (57½%) $500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The State's participation in flagging costs is provided for in the Standard Specifications, and funds were provided therefor in the Project Authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$135,520.87
Present estimate of project cost, including $500.00 for work under this order	$135,520.87
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. J. Dunn
E. J. Dunn Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved /s/ L. H. Young
Assistant State Highway Engineer or Office Engineer.

State Printing

Young 8-30-65

RECEIVED
AUG 3 - 1965

Form CD-12
(11-63)
(Prss. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: July 29, 1965

In reply refer to: 08-35.2-EC

ER-153(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6662

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-153(1)
Chewaucan (Gravelly Ford) Bridge
Structure, Grading and Oiling

As requested in Mr. Young's letter of July 26, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of July 22, 1965 in the award of contract No. 6662 to Hamilton Construction Co., of Eugene, Oregon, low bidder in the amount of $119,963.00 at the July 20, 1965 bid opening.

REFERRED TO

_____
BY ASST. STATE HWY. ENGR.

8-3-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 27 1965

ER-153(2)
6661

July 26, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of July 20, 1965 is requested in the award of contract for the Chewaucan (Gravelly Ford) Bridge Section, Project No. ER-153(2).

The contractor receiving the award is Hamilton Construction Co. of Eugene in the amount of $119,963.00 with the Contract No. 6662 assigned. This bid was received on July 20, 1965 and awarded July 23, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's Contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

L. H. Young
Office Engineer

DAR:cd

cc: F. B. Klaboe
I. D. Merchant

RECEIVED
JUL 26 1965
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEN

ER-153(2)

6662

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEN 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 2[illegible], 196

[illegible] Construction Company
[illegible]
[illegible], Oregon

Gentlemen:

The State Highway Commission on July 22, 196[illegible], awarded to you State Highway Contract No. 666[illegible] for the following project:

[illegible]tructure, grading and oiling on the Chewaucan River ([illegible]avelly [illegible]) bridge section of the Fremont Highway north of [illegible]avies in Lake County.

This award was based on your bid of $119,96[illegible].70 which was submitted to the Commission on July [illegible], 196[illegible] for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc [illegible]rank Morgan
[illegible]. H. Young
R. [illegible]. Savage (2 C)
I. [illegible]. Merchant

Form CD-12
(1-63)
(Prev. by
A.O. 206-10)

RECEIVED
JUL 12 1965
FOR FILING
ER-1536(2)
6662

UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Ernest Conger, State Highway Engineer
Salem, Oregon

FROM : [illegible], Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 College Street NE.
Salem, Oregon 97301

DATE: July 2, 1965

In reply refer to: 00-35.2-ED

E.

[illegible]

SUBJECT: [illegible] Project ER-151(2)
Chetco River (Gravelly Ford)
Bridge Section
Structure, Grading and Oiling

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way is available for the project as indicated in Mr. Oake's July 1, 1965 report.

Mr. Litchfield's June 30, 1965 States Utility Report states that two utility companies have pole lines on public road right-of-way and that such adjustments will be non-reimbursable and no delay is anticipated.

Mr. Young's July 1, 1965 letter indicates that State conservation agencies advise that no special measures are necessary to accommodate fish and wildlife, nonoccurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying the material or product is limited to those items accepted by our March 5, 1964 memorandum as being in the public interest.

REFERRED TO
[illegible]
By [illegible]
7-12-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

6662

June 8, 1965

CONSTRUCTION DIV
RECEI
JUN 9 1965
NOTED-- CE ACE ACE COE

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of May 26, regarding fifteen emergency restriction projects as follow:

Bonner Mountain Section, FAS 864, Benton County
Thirtymile Cr.-Dyer Cr. Section, Hilgard-Lower Perry Section, John Day & Old Oregon Trail Highways, Gilliam & Union Counties
S.P.R.R. O'xing Pacific Highway West Section, Beaverton-Tigard Highway, Washington County
South Yamhill River Section, Bellecue-Hopewell Hwy., Yamhill County
Orchard Heights Rd.-Edgewater St. Sec., Salem-Dayton Highway, Polk County
Reese Cr. Summit-McNeil Cr. Sec., FAS 287, Jackson Co.
Nebo Section, Oregon Coast & Three Rivers Hwys., Tillamook County
Deschutes County Roads, 10 FAS Routes, Deschutes Co.
Burns-Buchanan Section, Central Oregon Hwy., Harney Co.
N. Jefferson Interch.-N. Albany Interch. Sec., Pacific Highway, Marion & Linn Counties
District 4A Guard Rail Project, Hood River, Wasco & Sherman Counties
Polallie Cr.-Yellow Jacket Cr. Sec., Mt. Hood Highway, Hood River County
Siletz Slide Correction Section, Siletz Highway, Lincoln County
Rocky Creek Slide Section, Oregon Coast Highway, Lincoln County
Chewaucan R.(Gravelly Ford) Bridge Sec., Fremont Highway, Lake County

A review of the plans for these projects indicate that no damage to wildlife resources is expected as a result of the work.

We wish to recommend that proper precautions are taken on the Polallie Creek Section of Mt. Hood Highway, to avoid channel restriction which may impede fish passage. On the original construction, several problem areas developed.

Thank you for the opportunity of reviewing the projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director OFC

6/9/65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
L. R. Chandler (6)
J. F. Putnam (6)
A. F. Parson (2)

RECEIVED
JUN 9 1965

FORM E-133 1

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 26, 1965

6662

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Mr. P. W. Schneider
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon

Gentlemen:

Enclosed are plan title sheets on several projects scheduled for letting June 29 or soon after. Most of these projects are emergency restoration jobs and we are trying to clear as rapidly as possible. Your comments will be appreciated on the following:

Bonner Mountain Section, FAS 864, Benton County
Thirtymile Cr.-Dyer Cr. Section, Hilgard-Lower Perry Section, John Day & Old Oregon Trail Highways, Gilliam & Union Counties
S.P.R.R. O'xing Pacific Highway West Section, Beaverton-Tigard Highway, Washington County
South Yamhill River Section, Bellevue-Hopewell Hwy., Yamhill County
Orchard Heights Rd.-Edgewater St. Sec., Salem-Dayton Highway, Polk County
Reese Cr. Summit-McNeil Cr. Sec., FAS 287, Jackson Co.
Hebo Section, Oregon Coast & Three Rivers Hwys., Tillamook County
Deschutes County Roads, 10 FAS Routes, Deschutes Co.
Burns-Buchanan Section, Central Oregon Hwy., Harney Co.
N. Jefferson Interch.-N. Albany Interch. Sec., Pacific Highway, Marion & Linn Counties
District 4A Guard Rail Project, Hood River, Wasco & Sherman Counties
Polallie Cr.-Yellow Jacket Cr. Sec., Mt. Hood Highway, Hood River County
Siletz Slide Correction Section, Siletz Highway, Lincoln County
Rocky Creek Slide Section, Oregon Coast Highway, Lincoln County
Chewaucan R.(Gravelly Ford) Bridge Sec., Fremont Highway, Lake County

NOTED
[illegible]

Mr. Robert W. Schoning
Mr. P. W. Schneider

May 26, 1965

This data is forwarded to satisfy requirements of the Bureau of Public Roads in their Instructional Memorandum 21-5-63 dated June 12, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

B. G. Barker

Attachments

BG:rw

cc: F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
R. D. Asburry (2)
L. R. Chandler (6)
J. F. Putnam (6)
A. F. Parson (2)

RECEIVED
MAY 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 5 - 1965
FOR FILING

6662

April 30, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for one project, Item 201, Project BR-153(2) for the Grevelly Ford Bridge Section, which we desire to have included in the Federal-Aid Emergency Relief Program occasioned by the December 1964 and January 1965 floods.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:jb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 2

CARD 2	REPORT NUMBER (19)–(20): 1	PROJECT LOCATION *(45 typewriter spaces)* 28–65: St.Rte. 31 3.72 Mi. N of Valley Falls N. 0.5 Mi.		ADT	PRESENT: 300	FUTURE (66)–(70): 500	YEAR (71)–(7: 80					
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62: P.E., Gr., Dr., Bit.Surf. 1 Bridge	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73): 64-1	PL. AUTH (74)–(7				
CARD 4	CLASS OF FEDERAL FUNDS: Emergency Relief						COUNTY NAME: Lake					
	NAME OF URBAN AREA 17-31						ROUTE NO.	FEDERAL-AID: 16				

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI *(Full description)*	MILES (54)–(58)	ESTIMATED PROJECT CO: TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)–(76
1							St.Rte. 31 3.72 Mi. N. of Valley Falls N. 0.5 Mi. (Gravelly Ford Bridge Section) (MP 116.2 to MP 116.8)			
5					PE				1,000	50
5					ROW					
5					CONST (CODE)				120,000	6,000
								0.5	121,000	6,050 *
									(16)–(23)	(24)–(3

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	300	500	80	08	Oregon	35	090	201

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
			64-1		ER-	153(2)			

COUNTY NAME	CODE	PROGRAM STAGE
Lake	037	[ ] 1 OR [x] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
	16	19	

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
	1,000	50	950		PS & E preparation, gr., dr., two 12' lanes bituminous surface with 4' shoulders. One concrete bridge (140') H.C. 32'. (Work by regular contract) ROW - 60' minimum; Access Control - partial; Parking Restrictions - none. Adj. utilities incl. prep. work.
	120,000	6,000	114,000		
0.5	121,000	6,050 *	114,950		

REMARKS This work occasioned by the December 1964 and January 1965 floods.

* 5% Basis - To be increased to maximum pro rata when additional funds become available.

USCOMM DUSCOMM-DC 44808-P61

GRAVELLY FORD SECTION

PROJECT ER-153(2)

Existing Facility

Roadway: Two 10' lanes bituminous surface with 2' shoulders.

Structure: 108' timber bridge, HC 22'11" built 1940. There is a 5° curve at the north roadway approach to the bridge.

Project Data

The severe rainstorms of December 1964 and January 1965 caused extreme flood conditions of the Chewaucan River. The flood waters substantially damaged the Gravelly Ford Bridge (MP 116.5) and its road approaches.

To prevent future damage, it is proposed to reconstruct the bridge and roadway approaches on improved grade and alignment westerly and adjacent to the old structure. The new bridge to provide additional waterway clearance.

The proposed work consists of PS & E preparation, grade and drain, two 12' lanes oil mat surfacing with 4' shoulder and construction of one concrete bridge length approximately 140', HC 32'.

The temporary restoration work was programed under Item 97, Project ER-153(1).

Estimated Cost of Structure - $80,000.00
Estimated Cost of Roadway - $40,000.00

RECEIVED
MAY 19 1965
FORM ABC 6048 7-62 SP*6220-734

CONSTRUCTION DIVISION
MAY 26 1965
CE ACE ACE COE

FOR FILING

6662

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
April 27, 1965

To: Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

SUBJECT: Gravelly Ford Section
Fremont Highway
Lake County

Herewith the following supporting data for the subject survey:

REC 4-28-65 BR.

1	roll	Hard Copy 1" - 100'
1	roll	Vicinity Map
1	roll	Profile
1	roll	Cross Sections
1	book	Field Notes
1	pad	Computation Sheets
SCOTT — 1	pad	Deed Photostats
4	copies	Specifications
5	copies	Estimate
1		Sketch Map
1	sheet	Material Source Map

There are no unusual conditions existing. No detour is necessary as the existing bridge may be used during construction.

The item selected Embankment Material was used to permit the use of rock where directed at bridge ends. Both gravelly material and riprap material are available from the same source.

Source of material is a new area under a recent special use permit from B.L.M., which is approximately 0.5 miles northerly of MP 116.4.

It was felt that it would be more feasible to permit the contractor to use blade grader to process the stone base and use spreader boxes on the oil spread because of the small project.

NOTED
TOM EDWARDS
NOTED
TOM ANDERSON
TOM EDW

J. F. Putnam
Division Engineer

BEN GIFFORD
TO HALL 4-28-65
C MAP TO BRIDGE

RECEIVED
NOTED
TOM EDWARDS
By
MAY 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

W. H. Osburn
Division Office Designer

JFP/ft
Enclosures

NOTED

RECEIVED
FEB 19 1965
FOR FILING

4662

February 19, 1965

Oregon State Highway Commission

Gentlemen:

On the Fremont Highway near Paisley in Lake County, we have a frame trestle bridge crossing the Chewaucan River at Gravelly Ford. The structure consists of one 13-foot and five 19-foot timber spans. During the past flood, the structure suffered some damage and inspection indicates that the timbers have experienced considerable decay.

In the past, this structure has been subject to drift and ice jams against the narrow span openings, which have resulted in channel scour under the pads and bents. The December flood undermined the two end bents and washed out the approach fill. As a temporary measure the fill was replaced with timber planking being placed on the settled end spans to bring them to grade.

Rather than expend money to semi-permanently repair this inadequate structure, I recommend that we construct a new bridge. A prestressed concrete slab design on steel piling can be constructed for $60,000. I recommend financing from state funds.

This matter will be on the agenda for your consideration at the March 9 meeting and I recommend that it have your approval.

Very truly yours,

RLP:ms bis

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Tom Edwards
Lloyd P Shaw
Victor D. Wolfe
Ivan D Merchant C H. Maison J. F. Putnam

FORM E-90 50M 3-63 40607

NOTED
R. L PORTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1965

SUBJECT: Chewaucan River Bridge #571
Gravelly Ford
Fremont Hwy #19, MP 116.50

To:

Mr. Tom Edwards
Asst. State Highway Engineer

Building

I am attaching for your information a report prepared by Horton Hughlett on the Chewaucan River Bridge No. 571. Mr. Hughlett advises that the decay on this bridge has progressed to the extent that replacement of the bridge should be made not later than next year.

He further advises that if the scour along the peds is as serious as the field reports, the replacement should be scheduled for the year 1965.

As soon as the water goes down, a field investigation to verify the severity of the scour will be made. In view of the probable reduction in the State construction budget for the year 1965, if it is possible to hold this bridge without expending much money, we will recommend, following the field inspection, that the bridge be reconstruced next year.

E. S. Hunter
Maintenance Engineer

ESH:ia

cc: Ivan Merchant

To Mr Porter
Support wo program
New bridge
E

Edwards will Encl

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1965

SUBJECT: Chewaucan River Bridge #571
Gravelly Ford
Fremont Hwy #19, MP 116.50

To:

E. S. Hunter
Maintenance Engineer
O F F I C E

As of January 28 I received a phone call from J. F. Putnam, Division Engineer at Bend, regarding the condition of the Chewaucan River Bridge at Gravelly Ford, recommending and requesting that this structure be listed on our program for restoration due to the scoured and undermined bents in the December flood.

Bridge structure consists of 1-13' and 5-19' FT spans on concrete peds (108 lin ft.) H.C. 22'11", built 1940 with H-15 design loading.

Last timber boring was taken in 1959 and showed considerable decay. Only minor work has been done on the structure in replacing decayed posts and corbelling sills.

This bridge in the past years has been subject to drift and ice jams against the narrow span openings, causing channel scouring under the peds and bents. The December flood undermined two end bents and washed out the approach fill. Fill was replaced and timber planking has been placed over the settled end spans to bring to grade.

Due to the decay, scour, and designed H-15 loading, I concur with Mr. Putnam's recommendation that the structure should be replaced. Longer and more adequate span openings would be provided for relief of drift and ice jams.

ESTIMATE:

Replace Bridge #571 with 3-38' Prestressed concrete slab spans on Steel H-Pile 32' Roadway 3648 sq. ft. @ $10.00	$36,480.
Engineering & Contingencies 12½%	4,560.
	$41,040.

H. W. Hughlett
State Bridge Superintendent

HWH:hl

cc: J. F. Putnam

24-3330 Detroit Lake Overnight Camp 1965
Ext.
#6663

LAW OFFICES OF
SHOEMAKER, COLEMAN, BARTLETT & SAVERUDE
808 EXECUTIVE BUILDING
PORTLAND, OREGON 97204
224-1900

ROBERT C. SHOEMAKER, JR.
DANIEL H. COLEMAN
RICHARD C. BARTLETT
CHARLES C. SAVERUDE

21-3330
6663

April 18, 1968

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Re: State ex rel Thuney Logging, Inc. v. Fireman's Fund Insurance Company--Detroit Lake Overnight Camp Extension--Contract No. 6663

Dear Mr. Query:

The court before which the above-referenced case was tried has ruled that the Standard Specifications modified the obligation of the surety to such extent that a subcontractor or one claiming under a subcontractor must plead and prove that the public body, the Highway Commission in this case, has given its written consent to the subcontract, the request for which must be accompanied "by the consent of the surety." We do plan to appeal this decision to the Oregon Supreme Court. However, in the event the Supreme Court sustains the lower court's judgment, we intend to file legal action against the State of Oregon and the State Highway Commission under ORS 279.542 on the basis and theory that the State Highway Commission failed to provide a bond as required by ORS 279.510.

I am writing this letter to inform you of our intended course of action so that you and your counsel might give some consideration to the possibility of joining us in our appeal as an amicus curiae. Two extra copies of this letter are enclosed for your convenience in referring the same to your counsel, if you so desire.

Very truly yours,

SHOEMAKER, COLEMAN, BARTLETT & SAVERUDE

By Daniel H. Coleman
Daniel H. Coleman

NOTED
FLOYD QUERY

DHC/nar

cc: Mr. Donald H. Coulter

Copy to Rohde
" Cooper

RECEIVED
APR 19 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 8 - 1968
FOR FILING
24-3330
6663

March 8, 1968

Mr. Donald H. Coulter
Attorney at Law
P. O. Box 26
Grants Pass, Oregon 97526

Dear Mr. Coulter:

This afternoon I received your letter of March 7 concerning recapture from the State Highway Department of $11,057.50 released to I.R.S. from funds on Contract No. 6663. This was a contract awarded to Combo Construction Company for work at Detroit Lake State Park.

As it appears that this action may be headed into legal litigation, I am forwarding your letter to the attention of our Chief Counsel, Mr. George E. Rohde.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:gc

cc: Mr. George E. Rohde

DONALD H. COULTER
ATTORNEY AT LAW
604 NORTHWEST FIFTH STREET
P. O. BOX 26
GRANTS PASS, OREGON 97526

TELEPHONE 479-5666
AREA CODE 503

March 7, 1958

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State of Oregon
Salem, Oregon 97310

Re: Combo Construction Co.
Contract No. 6663
Detroit Lake State Park

Dear Mr. Query:

I represent Fireman's Fund Insurance Company which was surety on Combo's bond on the above referenced contract. The bonding company has already experienced losses on this bond as a result of claims, at least three of which have resulted in Circuit Court litigation. The principal on the bond appears to be insolvent.

The loss was magnified, at least to the present juncture, of your release to I.R.S. on April 11, 1966 of $11,057.50 of the contract funds. It seems to me from what I have been told so far, that this payment was not an item, payment of which would be authorized by the contract, and its referenced section (7-33) of the Standard Specification. If I have my facts correct, the I.R.S. claim was accrued on an entirely unrelated project. Also I am told that the Department first indicated it would hold the funds to cover the levy till a determination was made; and while such investigation was going on, somehow the money was paid to I.R.S.

Fireman's instructs me to take whatever action appears lawful and proper to have recapture of these monies. Before launching any court activity or process. I would like to have the Department's version, if you care to give it to me, of the facts leading to the recognition and payment of the I.R.S. claim. Your reply would therefore be appreciated.

Yours truly,

Donald H. Coulter

DHC:mn

NOTED
FLOYD QUERY

RECEIVED
MAR 8 - 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 12 1967
FOR FILING

24-3330
6663

CIVIL SUBPOENA DUCES TECUM

STATE OF OREGON)
) ss.
County of Marion)

TO: FLOYD QUERY

IN THE NAME OF THE STATE OF OREGON, you are hereby commanded to appear in the Circuit Court of the State of Oregon, for the County of Marion, at the County Courthouse in Salem, in said Marion County, on the 8th day of September, 1967, at 9:30 o'clock a.m., to give evidence in a cause wherein Salem Pacific Corporation is the Plaintiff, and Combo Construction Company and Fireman's Fund Insurance Company are the Defendants, on the part of the Plaintiff.

AND YOU ARE HEREBY DIRECTED to bring with you copies of all correspondence directed to Combo Construction Company or Fireman's Fund Insurance Company or Salem Pacific Corporation which pertains to Oregon State Highway Commission Contract No. 6663, or subcontracts, or the performance thereof.

WITNESS my hand and the seal of said Court affixed, at Salem, Oregon, on this 7TH day of September, 1967.

T. HAROLD TOMLINSON, County Clerk

By s/MAXINE EATON Deputy

Certified a true copy
John A. Bryan

Bryan said he would phone if I was to appear - no phone call
7.Q.

STATE OF OREGON)
) ss.
County of Marion)

I HEREBY CERTIFY that I served the foregoing Subpoena on the _____ day of September, 1967, within said state and county, on the above named FLOYD QUERY, by then and there delivering a true copy thereof, prepared and certified such to be by _____ _____, personally and in person, and at the same time, giving (offering) to him the fees to which he is entitled by law for travel to and from said place designated and one day's attendance thereat.

THOMAS E. BACHELDER,
Marion County Sheriff

By _____ Deputy

COPY

RECEIVED
SEP 1 - 1967
FOR FILING

24-3330
6663

August 30, 1967

De Armond, Sherman & Barber
687 Court Street N.E.
Salem, Oregon 97301

Attention: Mr. John A. Bryan

Gentlemen:

Thank you for your letter of August 28 advising us that Ed Fischer's claim against the Combo Construction Company has been compromised and fully settled.

Our records indicate that this is in reference to the Combo Construction Company, Inc., Contract No. 6663, for overnight camp extension in the Detroit Lake State Park in Marion County. This claim was for labor and materials in the amount of $24,135.20.

We will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Fireman's Fund Insurance Company
E. A. Valentine
Combo Construction Co., Inc.
Commissioners

CWH:gc

NOTED ON CARD
8-30-67
D.C.

LAW OFFICES OF
DE ARMOND, SHERMAN & BARBER
687 Court Street N.E.
SALEM, OREGON 97301

ROBERT W. DE ARMOND
KENNETH SHERMAN
RICHARD D. BARBER
JOHN A. BRYAN

TELEPHONE
364-2281

August 28, 1967

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

RE: Claim of Ed Fischer against Combo Construction Co. -
Detroit Lake State Park

Dear Mr. Query:

This is to advise you that Ed Fischer's claim against the above entitled Combo Construction Co. and Fireman's Fund Insurance Co. has been compromised and fully settled.

Very truly yours,

De ARMOND, SHERMAN & BARBER

By John A. Bryan
John A. Bryan

JAB:mn

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
AUG 29 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 21 1967
FOR FILING

24-3E-5
6663

July 21, 1967

Kobin & Mayer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Attention: Mr. Norman B. Kobin

Gentlemen:

Thank you for your letter of July 17 advising us that Fireman's Fund of America has made payment of the claim of Interstate Heavy Hauling Company against Combo Construction Company and its surety.

Our records indicate that this was in reference to the Combo Construction Company, Inc., Contract No. 6663, and that the claim was in the amount of $1,430.20 for moving various pieces of construction equipment.

We will advise the surety and principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Fireman's Fund Insurance Company
Mr. E. A. Valentine
Combo Construction Co., Inc.
Commissioners

CWH:gc

Noted on Card. G.C.

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN

LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

223-1108

July 17, 1967

Mr. Floyd Query
Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 6663
Combo Construction Co., Contractor
Fireman's Fund, Surety

Dear Mr. Query:

Please be advised that Fireman's Fund American has made payment of the claim of Interstate Heavy Hauling Company against the noted contractor and its surety. The claim was filed on June 14, 1966.

Very truly yours,

KOBIN & MEYER

Norman B. Kobin

NBK/dc

cc - Mr. Jerome B. Buckley
Deputy Insurance Commissioner
State of Oregon
633 State Office Building
Portland, Oregon 97201

cc - Mr. N. Thomas Martin
Bond Claim Manager
Fireman's Fund American Ins. Co.
Post Office Box 3395
San Francisco, California 94120

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
JUL 19 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 14 1967

24-2220
6663

July 12, 1967

Mr. John A. Bryan
DeArmond, Sherman & Barber
Law Offices
687 Court Street, N.E.
Salem, Oregon 97301

Dear Mr. Bryan:

As requested in your letter of July 11, attached are certified copies of the following material in connection with Combo Construction Company, Inc., Contract No. 6663:

1) Claim filed by Ed Fischer in the amount of $24,135.20 (one copy)

2) Claim filed by Salem Pacific Corporation in the amount of $25,545.20 (one copy)

3) Resolution and minute entry re acceptance of this contract by the Highway Commission (2 copies).

There is no charge for this material.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachments
cc G.E. Rohde

LAW OFFICES OF
DE ARMOND, SHERMAN & BARBER
687 Court Street N.E.
SALEM, OREGON 97301

ROBERT W. DE ARMOND
KENNETH SHERMAN
RICHARD D. BARBER
JOHN A. BRYAN

TELEPHONE
364-2281

July 11, 1967

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

Please furnish us with one certified copy of each of the following records:

(1) A Notice of Claim, filed by Salem Pacific Corp., on or about March 15, 1966, against the bond taken from the Fireman's Fund Insurance Company for work performed by Salem Pacific Corp. for Combo Construction Co., Inc., under Oregon State Highway Commission Contract No. 6663.

(2) A Notice of Claim, filed by Edward Fischer, on or about May 17, 1966, against the bond taken from Fireman's Fund Insurance Company for work performed by said Edward Fischer for Combo Construction Co., Inc., under Oregon State Highway Commission Contract No. 6663.

Please furnish us with two certified copies of the following record:

(1) The Resolution and Minute entry of the Oregon State Highway Commission which affirmatively shows that the work required to be done under Oregon State Highway Commission Contract No. 6663 was accepted by the Commission and the date of that acceptance.

Since these certified copies are to be used as evidence in separate actions by Edward Fischer and Salem Pacific Corp. against Combo Construction Co., Inc., and Fireman's Fund Insurance Company, the certification of the legal

keeper of the records should state that the copy has been compared by the certifying officer with the original and that it is a correct transcript of the whole or any specified part, and the official seal of the certifying officer should be affixed.

These certified copies will be needed for trial commencing July 17, 1967, and I will appreciate your having them ready so that I can pick them up personally on Friday, July 14, 1967.

Charges for supplying these copies should be billed to this office. Thank you for your cooperation.

Very truly yours,

De ARMOND, SHERMAN & BARBER

By John A. Bryan
John A. Bryan

JAB:mn

RECEIVED
JUL 11 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 20 1967
FOR FILING
24-3320
6663

DONALD H. COULTER
ATTORNEY AT LAW
604 NORTHWEST FIFTH STREET
P. O. BOX 26
GRANTS PASS, OREGON 97526

TELEPHONE 479-5666
AREA CODE 503

July 11, 1967

Mr. Floyd Query
Secretary
State Highway Commission
Salem, Oregon 97310

Attention: Contract Records Section

Re: Detroit Lake State Park
Contract No. 6663 (July 22, 1965)
Contractor: Combo Construction Company, Inc.

Dear Mr. Query:

Next week, on behalf of the above named contractor and the surety on its bond, two cases are set to be tried in the Circuit Court in Marion County, in which I represent those parties. They are actions by Edward Fischer and Salem-Pacific Corporation.

I know that the subcontract to Fischer was submitted to, and approved by the Commission. But I do not have any indication here that the Salem-Pacific subcontract was so approved. It is my understanding that by the specific terms of the agreement, as well as the 1964 compilation of Standard Specifications, such written consent by the Commission is requisite.

It is my present expectation to be in Salem to do some trial preparation work on day after tomorrow (Thursday, July 13) and I would like to drop in at your office to determine whether there was such written consent for the Salem-Pacific subcontract. I thought that by writing this letter a day or two in advance, I would have you alerted as to what I will have in mind.

Thank you.

Yours truly,

Donald H. Coulter

Donald H. Coulter

DHC:d

NOTED
FLOYD QUERY

RECEIVED
JUL 12 1967
OREGON
STATE HIGHWAY COMMISSION

as of 7-20 Coulter has not been in to see me
F.E.

24-3330

6663

FORM S-502—REV—1-48 BP*19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 11, 1966

SUBJECT: Detroit Lake State Park Section
Contract No. 6663

To: Mr. D. E. Beecroft
Resident Bridge Engineer
Department

In regard to the proposed subcontract between Combo Construction Company, Inc., and Salem Pacific Corporation (Claytor) covering the work to be performed on Price Agreement No. 2, "Pit-run Borrow Material in Place", I can not recommend approval of this subcontract as 57 per cent of the contract has already been subcontracted. This subcontract would amount to approximately 21 per cent of the contract and would bring the total subcontracted to approximately 78 per cent, which is over and above any amount we would like to subcontract.

Also, in the past we have had poor cooperation with the prime contractor on items pertaining to subcontract work. It appears that he forgets all about the contract items as soon as the subcontractor starts working. All our dealings have to be with the subcontractor. I would not like to further this practice but believe the prime contractor should be required to perform this work.

R. D. Asburry
Division Engineer

RDA:am
cc Ivan Merchant

A

24-3330
6663

FORM S-30 9M 3-65 SP*5470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1965

SUBJECT: Detroit Lake State Park Section
Contract No. 6663

To:
Mr. Ivan Merchant
Bridge Engineer
D e p a r t m e n t

Herewith for your consideration three subcontracts on the subject project:

1. Subcontract between Combo Construction Company, Inc., prime contractor, and A C & E Service Electric Company, subcontractor, covering the electrical work on the subject contract. This subcontract amounts to approximately 6.28 per cent of the total contract.

2. Subcontract between Combo Construction Company, Inc., prime contractor, and Ed Fischer, subcontractor, covering all of Item No. 21 and a portion of Item No. 24 on the subject project. This subcontract amounts to approximately 23.04 per cent of of the total contract.

3. Subcontract between Combo Construction Company, Inc., prime contractor, and Dayton Plumbing and Heating, Inc., subcontractor, covering all of Item Nos. 12 to 20 inclusive and a portion of Item No. 24 of the subject contract. This subcontract amounts to approximately 27.57 per cent of the total contract.

These three subcontracts are the first submitted on this project and total approximately 56.90 per cent of the total contract, which even though over the 50 per cent mark, due to the character of the work this office recommends be approved.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:am

AM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
JUN 14 1967
FOR FILING
24-3330
6663

STATE OF OREGON
DEPARTMENT OF COMMERCE
INSURANCE DIVISION
PORTLAND, OREGON 97201

June 9, 1967

Fireman's Fund Insurance Companies
P. O. Box 3395
San Francisco, California 94120

Attention Mr. H. Thomas Martin

Re: Bond No. C-6135750
Combo Construction Company
Claimant - Interstate Heavy Hauling Company

Dear Mr. Martin:

In connection with the complaint of the Interstate Heavy Hauling Company about the subject I wrote you on May 3 and to which you kindly replied on May 5, I am advised by the State Highway Department that under date of December 1, they sent to your company Warrant No. 129974, in the amount of $11,946.14, which represented the balance due the Combo Construction Company on contract 6663.

What we are interested in knowing is whether when you released this money to Combo Construction Company if you were aware of unsatified claims, which would include the one of Interstate Heavy Hauling.

I would indeed be interested in having your comments in this connection and any other pertinent information that you might have at this time concerning this matter. Thank you.

Yours very truly

JAMES R. FAULSTICH
Insurance Commissioner

Jerome B. Buckley
Deputy

JBB:mh
cc Interstate Heavy Hauling Company
Oregon Highway Department

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
JUN 12 1967
OREGON
STATE HIGHWAY COMMISSION

COPY

FIREMAN'S FUND AMERICAN INSURANCE COMPANIES

RECEIVED
MAY 8 - 1967
FOR FILING

6666a

May 4, 1967

FIREMAN'S FUND AMERICAN
INSURANCE COMPANIES
P. O. BOX 3395
SAN FRANCISCO, CALIFORNIA 94120

Capital Sand and Gravel Company
1190 Candlewood Drive N.E.
Salem, Oregon

Contract 6663

Attention: Mr. G. A. Lewis

Gentlemen:

Claim No.: F1003 1402
Bond No.: C-6135750
Principal: Combo Construction Company
Obligee: State of Oregon
Claimant: Capital Sand and Gravel Company
Claim in connection with Detroit Lake State Park Job, Marion County

As surety for Combo Construction Company, we have been supplied with a copy of your letter dated April 14, 1967, addressed to the Secretary of the State Highway Commission.

As you may be aware, final acceptance of this project was effected on September 13, 1966, and statutory provisions require that the claim be filed within six months thereafter in order to qualify for bond coverage.

Unless you are able to demonstrate that formal notice of this claim was filed within the aforementioned six month period after final acceptance, we regret that we will be unable to afford consideration relative to your April 14 letter.

Very truly yours,

NOTED
C. W. HEAD

R. Thomas Martin
Bond Claim Manager
Pacific Regional Office

We received letter from Capital S+G 4-14-67
6 months filing period expired 3-14-67
76

Within
cc: Combo Construction Co.
Atty. Donald Coulter
Mr. Floyd Query, Secretary, Oregon State Highway Dept.
Mr. George Tanner

RECEIVED
MAY 8 - 1967
OREGON
STATE HIGHWAY COMMISSION

488009 8-66

RECEIVED
MAY 9 - 1967
14-3
6663

STATE OF OREGON
DEPARTMENT OF COMMERCE
INSURANCE DIVISION
PORTLAND, OREGON 97201

May 3, 1967

Mr. W. Thomas Martin
Bond Claims Manager
Pacific Regional Office
Firemen's Fund American Insurance Company
3333 California Street
San Francisco, California 94120

Re: Interstate Heavy Hauling Company
State of Oregon Highway Department
Bond C 6135750
Detroit Lake State Park

Dear Mr. Martin:

A complaint has been made to this department by Interstate Heavy Hauling Company relative to the payment of a claim which they have submitted to your company for payment of bills amounting to $1430.20, for the moving of various pieces of equipment to the Detroit Lake State Park in Marion County.

From Interstate's file it was noted that considerable correspondence has passed between them and your company. In particular, I am referring to your letter of February 21, 1967, wherein you advised Interstate that you were recommending that the Combo Construction Company issue a check payable to Interstate Heavy Hauling Company and Salem Pacific, in the amount of $1430.20. In that communication you suggested that if Interstate did not receive the draft within a reasonable time they should get in touch with you. This Mr. DiFabio did, in his letter of March 16, 1967. Still no payment has been received.

Would you please immediately advise us as to why this matter has not been taken car of? Thanking you for your cooperation, we are

Yours very truly

NOTED
FLOYD QUERY

JAMES R. FAULSTICH
Insurance Commissioner

Jerome B. Buckley
Deputy

RECEIVED
MAY 1 - 1967
OREGON
STATE HIGHWAY COMMISSION

JBB:mh
cc Interstate Heavy Hauling Company
Oregon State Highway Department

COPY

FORM E-123
RECEIVED
MAY 3 - 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. TRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill
Helix

Claim File # 4295

FILED
MAY 2 1967
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 1, 1967

RECEIVED
MAY 2 8 14 AM '67
CLAY MYERS
SECRETARY OF STATE

Capital Sand & Gravel Company
1190 Candlewood Drive N. E.
Salem, Oregon

Attention: Mr. G. A. Lewis

NOTED ON CARD

Gentlemen:

This is to acknowledge receipt of your claim letter of April 14, 1967, stating that Combo Construction Company owes you for work performed in the amount of $3,851.

You state this is in reference to the Combo Construction Company, Inc., Contract No. 6663, for overnight camp extension in the Detroit Lake State Park in Marion County.

The Fireman's Fund Insurance Company through E. A. Valentine, 1209 SW 6th Avenue, Portland, furnished the performance bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. We will advise the surety of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

cc: Fireman's Fund Insurance Company
E. A. Valentine
Combo Construction Co., Inc.
Commissioners
Hon. Clay Myers

Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
MAY 3 - 1967
OREGON
STATE HIGHWAY COMMISSION

April 14, 1967

Capital Sand & Gravel Co.
1190 Candlewood Dr. N.E.
Salem, Oregon

Secretary to Highway Commission
State Highway Building
Salem, Oregon

ATTEN:Mr. Floyd Query

Dear Sir:

This Letter is to inform you of the following facts pertaining to Job #34438 Detroit Boat Ramp, Detroit Oregon. We, to date have received no final compensation for work performed on the above mentioned job. The balance owing our firm on this contract is $3,851.00 This amount will clear our account and also all fuel purchased for truckers of which our firm is held responsible. The General Contractor on this job was Combo Construction Co.

Sincerely,
G.A. Lewis
G.A. Lewis
Capital Sand & Gravel

NOTED
FLOYD QUERY

RECEIVED
MAY 1 - 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 24 1967
FOR FILING

24-3330

FIREMAN'S FUND
AMERICAN
INSURANCE COMPANIES

HOME OFFICE: 3333 CALIFORNIA STREET • SAN FRANCISCO, CALIFORNIA 94120 • PHONE: JORDAN 7-5000
MAILING ADDRESS: POST OFFICE BOX 3395

6663

April 21, 1967

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Dear Mr. Query:

CLAIM NO. F100S 1402
BOND NO. C6135750
PRINCIPAL: COMBO CONSTRUCTION COMPANY
OBLIGEE: STATE OF OREGON
CLAIMANT: ED FISCHER
CLAIM IN CONNECTION WITH DETROIT LAKE STATE PARK AREA,
MARION COUNTY, EXTENSION OF OVERNIGHT CAMPING AREA

I have your letter of April 10, 1967, wherein you inquire as to the status of the claim of Ed Fischer.

The foregoing comes as something of a surprise, since as long ago as September 13, 1966, Mr. Fischer chose to initiate litigation in connection with this claim. Under the circumstances, I am referring a copy of your letter to Attorney Donald Coulter, who is representing Combo Construction Company, on the chance that there might be something which he would be in a position to tell you regarding this litigation. However, as a practical matter, I would suggest that Mr. Fischer's own attorney is doubtless in close touch with the situation, and thus should be able to keep his client current.

Insofar as the other claims are concerned, I am sure you can appreciate that the situation has been complicated by the fact that a number of the claimants were subcontractors or suppliers to the aforementioned Ed Fischer, to Salem Pacific Corporation, and Thuney Logging, Inc., all of whom have chosen to proceed via the litigation route. As such, these claims will ultimately be disposed of on their merits.

Copy to Rohde

NOTED
FLOYD QUERY

The claims of other qualified suppliers, who were not involved with the aforementioned litigants, are, according to my best information, being placed in line for payment by Combo Construction Company, though it must be recognized that action in this connection has been complicated by the unfortunate release of $11,057.50 of the contract funds to the Internal Revenue Service on April 11, 1966.

If there is any further information I can supply in connection with this matter, please do not hesitate to so advise.

Very truly yours,

N. Thomas Martin
Bond Claim Manager
Pacific Regional Office

NTM:mh

cc: Mr. Donald Coulter - Grants Pass, Oregon
Mr. George Yamor - Crescent City, California
Combo Construction Company - Wolf Creek, Oregon

RECEIVED
APR 24 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 11 1967
FOR FILING

24.3330
6662

April 10, 1967

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California 94118

Gentlemen:

Attached is a copy of a letter written by Ed Fischer to Mr. Forrest Cooper, State Highway Engineer, concerning Fischer's claim for approximately $22,000 against Combo Construction Company, Inc., for the construction of buildings at Detroit Lake State Park, our Contract No. 6663.

This claim was filed with us on May 17, 1966. Your office was notified on May 20 and the claim was filed with the Secretary of State on May 23, under his File No. 4171.

There has been previous correspondence with your office and with Combo concerning this and other claims. Can you tell us what action is being taken in regard to these claims?

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:flm
Att.

cc Combo Construction Co., Inc.
364 "G" Street
Crescent City, California

Mr. Ed Fischer
4478 64th Street, S.E.
Salem, Oregon 97301
R.L. Porter

.5115

MAY 27 67

Fischer Homes
4478 64th St. SE
Salem, Oregon
March 23, 1967

Forrest Cooper
State Highway Dept.
Salem, Oregon

Dear Mr. Cooper,

I had a contract with Combo Construction Co to build two utilitiy buildings and three septic tanks at Detroit Lake State Park. The contract was for $44,000.00.

In March 1966 we were almost completed with the job and had only collected $22,000.00, so we proceeded to try and find out why. I was never able to get a meeting with Combo Co. One time I approached Bob Stumbo and ask him about it, and he replied he did not have time to talk and to see him on monday. He failed to show up on monday.

We filed a claim with the State Reg. and with the Sed. of State. We did rot receive any response. We wrote letters to Combo Construction and also the bonding company. No answer.

Next we went to Floyd Query and he wrote two letters to the bonding company. They answered, but their first letter said one thing and their second letter something else.

I contacted my attroney and he filed suit, to this date the attroneys are still filing motions.

This has been going on for 10 months and I, being a small contractor can not afford to contribute this am ount to the State, as it takes away most of my working capital, so I am almost at a standstill.

I realize th is is the law, but if this is true i t certainly can break a small contractor, so lets do something to protect him.

I am asking your help, and any suggestions or advice you can give me will be greatly appreciated.

yours truly,

Ed Fischer

Ed Fischer

RECEIVED
MAR 27 1967
OFFICE OF
STATE HIGHWAY ENG.

RECEIVED
MAR 1 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. RILEY, VICE CHAIRMAN
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

24-32201
6663

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
R. L. PORTER

March 15, 1967

Mr. E. Thomas Martin
Bond Claim Manager
Pacific Regional Office
Fireman's Fund Insurance Co.
3333 California Street
San Francisco, California 94120

Re: Contract No. 6663
Principal: Combo Construction Co.
Obligee: State of Oregon
Your Claim No.: #1003 1402
Your Bond No.: C 6135750

Dear Mr. Martin:

Your letter of March 1, 1967, (received March 6, 1967) relating to the above contractor matter is at hand for reply.

We note that you question the validity of the Internal Revenue Service's levy and the subsequent release of $11,057.50 from the above mentioned contract balance in compliance therewith.

A review of our file on this matter indicates the remittance to the Internal Revenue Service was made with the approval and consent of Combo Construction Company. Our file reveals no information by way of notice, or otherwise, of a prior assignment by the contractor to your company of any of the proceeds of the contract.

We fail to perceive in what manner the Department's action in any way prejudiced your company. The files are replete with correspondence indicating an effort to keep your company advised at all times of payments made on the contract and, in fact, the final payment in the amount of $11,946.14 was forwarded to the contractor through your office by letter dated December 1, 1966.

We therefore find no basis upon which to advise the Commission to restore the amount of the Internal Revenue Service levy to the account. We are, of course, sorry that you feel the necessity for a resort to

litigation, but must repeat our conclusion that the actions of the Department would not give rise to any legal or equitable obligation to pay an additional sum on this contract and should any litigation be initiated we will be compelled to resist.

Very truly yours,

G. E. JONES
Chief Counsel

GER:hg

cc - Mr. R. L. Porter
Mr. Floyd Query
Combo Construction Co.
Mr. C. H. Maison

FORM E-125X 50M 7-65

RECEIVED
MAR 17 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. [illegible]
PORTLAND

24 - 3 - 30

6663

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
R. L. PORTER

March 15, 1967

Harry L. Toyne R/O
U. S. Treasury Department
Internal Revenue Service
District Director
P. O. Box N
Eureka, California 95501

Re: Combo Construction Company, Inc.
Contract #6663
Your reference:
6602 - 150000
94 - 1593466

Dear Mr. Toyne:

The State of Oregon, by and through its State Highway Commission, was served with Notice of Levy dated March 23, 1966 against funds due the above company under the contract indicated. The amount of the levy was $11,057.50 which was subsequently honored and paid by the State Highway Commission.

This payment has resulted in a dispute between the Commission and Fireman's Fund Insurance Company, the surety on said contract. I am forwarding a copy of a letter received from the surety company's Regional Manager dated March 1, 1967 in which he questions the validity of the levy and payment thereof by the Highway Commission. As you can see litigation is threatened if the money is not restored.

This is to notify your office of the above claim as we will, of course, find it necessary to call upon the Internal Revenue Service to enter into the defense of the levy and payment should such litigation ensue.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:hg

Enclosure

O. D. Oliphant: VICE PRESIDENT

FIREMAN'S FUND AMERICAN INSURANCE COMPANIES

PACIFIC REGIONAL HOME OFFICE: 3333 CALIFORNIA STREET • SAN FRANCISCO, CALIFORNIA 94120
MAILING ADDRESS: POST OFFICE BOX 3395 • PHONE: JORDAN 7-5000

March 1, 1967

AIR MAIL

MRC

State Highway Department
State of Oregon
Salem, Oregon 97310

Attention: Mr. G. E. Rohde
Chief Counsel

Dear Mr. Rohde:

Re: Claim No. F100S 1402
Bond No. C 6135750
Principal: Combo Construction Co.
Obligee: State of Oregon
Your contract No. 6663

As you may recall, the position of the State Highway Department in honoring the Internal Revenue Service's levy on the contract balance on this project has been the subject of considerable correpondence, culminating in your Mr. F. C. McKinney's letter of November 30, 1966.

Since we are not prepared to concede the validity of the Internal Revenue Service's levy, and your Department's subsequent release of $11,057.50 from the contract balance, we are taking this means to demand that funds in the aforementioned amount be immediately restored to this account for application against incurred labor and material claims. In the absence of restoration of these contract funds, we shall be forced to give serious consideration to the initiation of litigation to establish the respective rights of the contracting parties.

Very truly yours,

N. THOMAS MARTIN
Bond Claim Manager
Pacific Regional Office

NTM/ne
cc: Mr. Floyd Query
Combo Construction Co.
Mr. James Thuney
Mr. William Wold
Mr. Robert Stumbo

RECEIVED
MAR 16 1967
FOR FILING

24-3330

6663

March 15, 1967

King, Miller, Anderson,
Nash & Yerke
Attorneys at Law
American Bank Building
Portland, Oregon 97205

ATTN: Kenneth W. Harrenhan

Gentlemen:

Thank you for your letter of March 8 informing us that Grand Metal Products Corporation has received a draft from Fireman's Fund Insurance Company in the amount of $3,255 in settlement of its claim.

You state this is in reference to the Combo Construction Company, Inc., Contract No. 6663 for overnight camp extension in Detroit Lake State Park in Marion County.

This information will be noted in the records, and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:mln

cc Fireman's Fund Insurance Company
E. A. Valentine
Combo Constr. Co., Inc.

Glenn L. Jackson
David B. Simpson

NOTED ON CARD

KING, MILLER, ANDERSON, NASH & YERKE
ATTORNEYS AND COUNSELORS AT LAW
AMERICAN BANK BUILDING
PORTLAND, OREGON 97205

TELEPHONE
AREA CODE 503
228-2431

CABLE ADDRESS
"KINGMAN"

RALPH H. KING
ROBERT S. MILLER
GRANT T. ANDERSON
FRANK E. NASH
FREDRIC A. YERKE, JR.
NORMAN J. WIENER
ORVAL O. HAGER
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. McCLANAHAN
CLIFFORD N. CARLSEN, JR.
DONALD R. HOLMAN
KENNETH W. HERGENHAN
WILLIAM B. CROW

HELEN F. ALTHAUS
JEAN P. LOWMAN
HARVEY C. BARRAGAR
GERALD A. FROEBE
CONRAD L. MOORE
DEAN D. DeCHAINE
WILLIAM N. STILES
R. ALAN WIGHT
DAVID W. MORTHLAND
WILLARD M. BUSHMAN
SIDNEY A. BROCKLEY
DALLAS W. ISOM

March 8, 1967

Mr. Floyd Query
Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Subject: Grand Metal Products Corporation
Detroit Lake State Park job
(Our file 4013-8)

Dear Mr. Query:

Reference is made to your letter of September 2, 1966, relating to the subject corporation's claim for $3,255 for work at the Detroit Lake State Park pursuant to your contract No. 6663 with Combo Construction Company, Inc.

Grand Metal Products Corporation has received a draft from Fireman's Fund Insurance Company in the amount of $3,255 in settlement of its claim. We assume that the draft will clear in due course.

Very truly yours,

KING, MILLER, ANDERSON, NASH & YERKE

By Kenneth W. Hergenhan

Cc please reply
7/6

RECEIVED
MAR 9 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 10 1967
FIREMAN'S FUND AMERICAN INSURANCE COMPANIES
FOR FILING
24
6663

March 1, 1967

AIR MAIL

State Highway Department
State of Oregon
Salem, Oregon 97310

Attention: Mr. G. E. Rohde
Chief Counsel

Dear Mr. Rohde:

Re: Claim No. F100S 1402
Bond No. C 6135750
Principal: Combo Construction Co.
Obligee: State of Oregon
Your contract No. 6663

As you may recall, the position of the State Highway Department in honoring the Internal Revenue Service's levy on the contract balance on this project has been the subject of considerable correspondence, culminating in your Mr. F. C. McKinney's letter of November 30, 1966.

Since we are not prepared to concede the validity of the Internal Revenue Service's levy, and your Department's subsequent release of $11,057.50 from the contract balance, we are taking this means to demand that funds in the aforementioned amount be immediately restored to this account for application against incurred labor and material claims. In the absence of restoration of these contract funds, we shall be forced to give serious consideration to the initiation of litigation to establish the respective rights of the contracting parties.

Very truly yours,

N. THOMAS MARTIN
Bond Claim Manager
Pacific Regional Office

NTM/ne
cc: Mr. Floyd Query
Combo Construction Co.
Mr. James Thuney
Mr. William Wold
Mr. Robert Stumbo

RECEIVED
MAR 6 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 7 - 1967
FOR FILING

INTERSTATE HEAVY HAULING CO.

If it's too . . . *High, Wide or Heavy* . . . Call Us!

PHONE: 285-2501
2035 N.E. COLUMBIA BLVD.
PORTLAND, OREGON 97211

24-3330

6663

February 3, 1967

COPY

Mr. Bernard J. Mooney
332 Pine Street
San Francisco, California

Ref: Detroit Lake State Park
Project No. 6663
Combo Construction Co./Jim Thuney

Dear Mr. Mooney:

In June, 1966 your office was advised by Floyd Query, Secretary of the Oregon State Highway Commission, that we had filed a claim in the amount of $1430.20 against the bond for the above referenced project.

After notification of our claim against the bond, you directed the secretary to pay all project funds direct to the contractor. As of this date we have not received any payment, or any reply to prior letters directed to the Fireman's Fund Insurance Company regarding this matter.

We must, at this time, make every effort to protect our interest, and notify the various officers listed below of this communication.

In addition to the original $1430.20. we seek an interest charge of 6% per annum beginning July 1, 1966 and compounded semi-annually. A record of all direct costs is being kept, and it is our intention to back charge the Fireman's Fund Insurance Company for any and all expenses incurred to collect our claim.

Your immediate attention is appreciated. Please advise.

Very truly yours,

INTERSTATE HEAVY HAULING COMPANY

Phillip G. DiFabio
Office Manager
PGDiF:mt
CC: Floyd Query
James R. Foulstitch
E. A. Valentine

RECEIVED
FEB - 6 1967
OREGON
STATE HIGHWAY COMMISSION

DISCARDED
DEC 23 1966
FOR FILING
24-3330
6663

December 14, 1966

Fireman's Fund Insurance Company
1209 S. W. 6th Avenue
Portland, Oregon

Attn: Mr. E. A. Valentine

Contr. # 6663

Gentlemen:

Attached find copy of letter received from the State of Oregon dated June 27, 1966 with reference to money owed to us by Jim Tunney a subcontractor on the Detroit Lake State Park in Marion County.

As of this date, we have not received confirmation from your office, or additional information from the State of Oregon.

Please advise as to the progress that has been made in forwarding us payment for the aforementioned account.

Very truly yours,

INTERSTATE HEAVY HAULING COMPANY

Phil DiFabio

PHIL DIFABIO
Office Manager
PD:mt
cc: State of Oregon

NOTED
FLOYD QUERY

RECEIVED
DEC 19 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
DEC 1 6 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. [illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

24-3-1-2
FILED
DEC 9 1966
TOM McCALL
SECRETARY OF STATE

Claim File
No. 4251

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 9 15 AM '66
TOM McCALL
SECRETARY OF STATE

December 8, 1966

Keane, Ryessler, Berman and Harper
1430 American Bank Building
Portland, Oregon 97205

Gentlemen:

This is to acknowledge receipt of your letter of December 5 addressed to the Secretary of State and attached Notice of Intent to Claim Lien which states that Salem Pacific Corporation owns your client, Dumsey Logging, Inc., $4,740 for equipment rental.

The claim states this is in reference to the Combe Construction Company, Inc., Contract No. 6663, for overnight camp extension in the Detroit Lake State Park in Marion County.

The surety on this contract is the Fireman's Fund Insurance Company through E. A. Valentine, 1409 SW 6th Avenue, Portland. We will advise them of the receipt of your letter and we will also forward the claim and attached purchase order to the Secretary of State for filing.

Please let us know when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Fireman's Fund Insurance Company
Mr. E. A. Valentine
Combe Construction Company, Inc.
Glenn L. Jackson
David B. Simpson
Hon. Tom McCall - Please acknowledge receipt of this claim on the enclosed copy of your letter.

NOTED ON CARD

RECEIVED
DEC 12 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

LAW OFFICES OF
KEANE, HAESSLER, BAUMAN AND HARPER
1430 AMERICAN BANK BUILDING
PORTLAND, OREGON 97205

TELEPHONE 224-4100
AREA CODE 503

GORDON H. KEANE
ERIC R. HAESSLER
FRANK A. BAUMAN
DAVID W. HARPER
DONALD H. PEARLMAN
DANIEL H. COLEMAN
GEORGE O. TAMBLYN
JACK R. PLATTEN
J. MICHAEL HOLTE
FREDRICK O. CAPELL

December 5, 1966

Secretary of State
State of Oregon
Salem, Oregon

Gentlemen:

Pursuant to O.R.S. 279.528 find enclosed herewith a notice of intent to claim lien pursuant to O.R.S. 279.526 and 279.528, Oregon Revised Statutes, re the overnight camp extension to the Detroit Lake State Park by the Oregon State Highway Department, Contract No. 6663.

Very truly yours,

KEANE, HAESSLER, BAUMAN and HARPER

By David W. Harper

DWH:lmr
Enc.

RECEIVED
DEC 1966
STATE

NOTICE OF INTENT TO CLAIM LIEN
Pursuant to 279.526 and 279.528
Oregon Revised Statutes

To: Oregon State Highway Department

Notice hereby is given that the undersigned, Thuney Logging, Inc. has a claim for material and/or equipment rental for equipment and/or material owned by Thuney Logging, Inc. and rented to Salem Pacific Corporation. The equipment consisted of earth moving equipment to be used in moving rock, dirt, and other soil material and vegetation on the job hereinafter described. Salem Pacific Corporation had a direct contract with Combo Construction Company, the general contractor on the job hereinafter described and said Salem Pacific Corporation was moving said dirt at the direction of said contractor. The actual rental sum due is the sum of $ 4720 00 and Thuney Logging, Inc. claims a lien in said amount against the bond taken from Combo Construction Company as principal, and Fireman's Fund Insurance Company as surety, for the worth of said job to be performed by said Combo Construction Company and its sub-contractors by virtue of Contract No. 6663 for an Overnight Camp Extension to the Detroit Lake State Park by said highway department. See attached purchase order No. 2303 itemizing date and said total amount specifically incorporated herein by reference.

THUNEY LOGGING, INC.

By Tom Thuney
President

By Nora Thuney
Secretary

Thuney Logging Co. Inc.

RECEIVED

PURCHASE ORDER

No. 2303 Req. No. _____ Date 3/30 1966

To Salem Pacific

Address 4468 - 64th Ave S.E. Salem Ore

Ship To Phinney Logging Co Inc

Address Box 400 Fort Bragg, Calif #5538

FOR	DATE REQUIRED	HOW SHIP	TERMS
Equip Rental for Detroit Lake Ore Jct			

	QUANTITY	PLEASE SUPPLY ITEMS LISTED BELOW	PRICE	UNIT
1	80 hrs @ $34.00 per hr			
2		rental of D-9	2,720 00	
3				
4	80 hrs @ $25.00 per hr			
5		rental of 988	2,000 00	
6				
7		Total Due $4,720 00		
8				
9		2/26 thru 2/27/66		
10		Detroit Lake Camp Ground		
11		for Cornelius Corbett.		
12				

IMPORTANT

OUR ORDER NUMBER MUST APPEAR ON ALL INVOICES - PACKAGES, ETC.

PLEASE NOTIFY US IMMEDIATELY IF YOU ARE UNABLE TO SHIP COMPLETE ORDER BY DATE SPECIFIED.

Please Send _____ Copies Of Your Invoice

RECEIVED DEC - 8 1966 OREGON STATE HIGHWAY COMMISSION

Purchasing Agent

Rediform 1H 141

ORIGINAL

RECEIVED
DEC 6 - 1966
FORM

24-3320

6663

Salem, Oregon
December 6, 1966

Mr. C. H. Maison
Accounting

Release of final payment
on Contract No. 6663

B U I L D I N G

This memo will serve as confirmation of our telephone conversation of last week concerning release of final payment on Contract No. 6663 awarded to Combo Construction Company.

I have looked through our files on this contract and can see no reason for not sending the final check to Combo Construction Company % Fireman's Fund Insurance Companies, P. O. Box 3395, San Francisco, California 94120, Attention: N. Thomas Martin.

I would suggest that the check be forwarded in this manner which is also the suggestion as made by Mr. McKinney.

Floyd Query, Secretary

FQ:gc

cc: Mr. Frank McKinney

FORM E-123X 80M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Cer

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 30, 1966

Fireman's Fund Insurance Companies
P. O. Box 3395
San Francisco, California 94120

Attention: H. Thomas Martin

Re: Your Claim No. F1008 1402 -
Bond C 613 5750
Combo Construction Co.
Detroit Lake State Park
Our Contract No. 6663

Gentlemen:

Your letter of November 8, 1966, addressed to Mr. Floyd Query, Secretary of the Highway Commission, has been referred to the undersigned for reply.

In your recent letter, as well as several earlier ones, you have expressed interest in our position as to the department's honoring the Internal Revenue Service levy. While it is perhaps unfortunate that the Internal Revenue Service filed its levy at the time and under the circumstances involved, it is our opinion that the payment thereof, as a legal matter, was entirely lawful and proper.

However, since you seem to still be concerned about that matter, we are recommending that the final balance due Combo Construction Company on this project be forwarded directly to your office. We assume, but cannot be certain, that Mr. Yamor of the Fraser-Yamor Agency, has been acting as your agent in this regard. Whether or not this is the case, if the final payment is sent directly to your office you can make such disposition thereof as you deem to be most appropriate.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
F. C. McKINNEY
Assistant Counsel

NOTED
FLOYD QUERY

FCMcK:gv
cc: Combo Construction Co.
George Yamor
Floyd Query
C. H. Maison
L. H. Young, G. E. Rohde

p.s. to departmental people: Check for the final payment due should be made to the order of Combo Construction Company, as usual, but forwarded, Certified Mail, to Fireman's Fund in San Francisco, to the attention of the above Mr. Martin.

RECEIVED
MAR 15 1967

24-2222
6662

December 1, 1966

Fireman's Fund Insurance Companies
PO Box 3395
San Francisco, California 94120

Attention: N. Thomas Martin

RE: Combo Construction Company
Detroit Lake State Park
Our Contract 6663

Gentlemen:

As per our Assistant Counsel, F.C. Mc Kinney's letter of November 30, 1966 we are herewith sending you warrant No. 129974 in the amount of eleven thousand, nine hundred forty six dollars and fourteen cents ($11,946.14) which represents the balance due Combo Construction Company, Incorporated on contract 6663.

Yours very truly,

C. H. MAISON
Controller

By

J. G. Herr
Ledgers Supervisor

JGH;gvo

Send by certified mail

RECEIVED
DEC 1 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Claim File #1233
FILED
NOV 17 1966
TOM McCALL
SECRETARY OF STATE

24-3-30

6663

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
Nov 17 1 00 PM '66
TOM McCALL
SECRETARY OF STATE

November 16, 1966

Mr. [illegible]
[illegible] Marigold St.
Salem, Oregon

Dear Mr. Brazee:

This is to acknowledge receipt of your letter of November 4 stating that you have a claim in the amount of $384.30 for hauling of materials.

You state this is in reference to the Combo Construction Company, Inc., Contract No. 6063 for overnight camp extension in the Detroit Lake State Park in Marion County.

The Fireman's Fund Insurance Company through E. A. Valentine, [illegible] 6th Avenue, Portland, furnished the performance bond on this contract. We will advise them of the receipt of your letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
[illegible] Highway Commission

NOTED ON CARD
wlm

cc: Fireman's Fund Insurance Company
E. A. Valentine
Combo Construction Company, Inc.
Commissioners
Hon. Tom McCall - Please acknowledge receipt of this claim on the enclosed copy of your letter.

RECEIVED
DEC 2 1966
STATE

NOTED
C. W. HEAD

W. B. BRANSCH
1878 Winfield ST
Salem, Oregon

RECEIVED
Nov 14 8 00 AM '66
TOM McCALL
SECRETARY OF STATE

To the Kambo Construction Company Inc. and Capitol Sand and Gravel Co. and T. A. Lewis and Sons.

Notice hereby is given that the undersigned, W. B. Branch has filed claim for hauling of materials used in Contract 6865 for overnight camp extension in the Detroit Lake State Park, Marion County, in the sum of $891.00 against the bond taken from the Fireman's Fund Indemnity Company through E. A. Valentine 1.09 S. W. 5th Ave., Portland, Oregon for the work described above.

W B Branch

W. B. Branch

RECEIVED
NOV 14 1966

O. D. Oliphant: VICE PRESIDENT

FIREMAN'S FUND AMERICAN INSURANCE COMPANIES

PACIFIC REGIONAL HOME OFFICE: 3333 CALIFORNIA STREET • SAN FRANCISCO, CALIFORNIA 94120
MAILING ADDRESS: POST OFFICE BOX 3395 • PHONE: JORDAN 7-5000

RECEIVED NOV 5 1966

24-3330

6663

November 8, 1966

Mr. Floyd Query, Secretary
Oregan State Highway Commission
State of Oregon
Salem, Oregon 97310

Dear Mr. Query:

Re: Claim No. F100S 1402 - Bond C 6135750
Principal: Combo Construction Co.
Obligee: State of Oregon
Detroit Lake State Park Job

In response to your letter of October 28, 1966, I would advise that we have no objection to the release of what you compute to be the balance due Combo Construction Company on the Detroit Lake State Park project, provided such payment is forwarded to Combo Construction Company c/o Mr. George Yamor, 245 "H" Street, Crescent City, California.

Incidentally, I'm still looking forward to receiving some indication from you as to the position which your organization's Legal Division is taking relative to our protest concerning the funds which we feel were erroneously released to the U. S. Internal Revenue Service (see my letters of April 11, 1966, et. seq.).

Very truly yours,

N. THOMAS MARTIN
Bond Claim Manager
Pacific Regional Office

NTM/ne
cc: Combo Construction Co.
Attorney Donald Coulter
Mr. George Yamor, c/o Fraser-Yamor Agency

NOTED
FLOYD QUERY

RECEIVED
NOV 10 1966
OREGON
STATE HIGHWAY COMMISSION

11-10 PM McKinney asked that we hold final payment until he can confer with Mr. Yamor. Asked Scotty to hold until notified. KE

11/10 Copies to McKinney Maroon

FORM SH 28X 8GM 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 10 1966
STATE HIGHWAY COMMISSION

RECEIVED
Nov 4 3 00 PM '66
TOM McCALL
SECRETARY OF STATE

File No. 4121

FILED
NOV 4 1966
TOM McCALL
SECRETARY OF STATE

6662

[illegible]

[illegible]
[illegible]
[illegible]

Attention: Mr. David [illegible]

Gentlemen:

This is to acknowledge receipt of your letter of October 31 and attached affidavit of your client, [illegible] Logging, Inc. The affidavit states that Salem Sanitary Corporation, a subcontractor of Combo Construction Company, owes them approximately $,[illegible] for leased equipment.

This appears to be in reference to the Combo Construction Company, Inc., Contract No. 6662, for overnight camp extension in the Detroit Lake State Park in Marion County.

The Fireman's Fund Insurance Company through C. A. Valentine, [illegible] SW 6th Avenue, Portland, furnished the performance bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. We will advise the surety and the principal contractor of the receipt of your letter and we will also forward your affidavit to the Secretary of State for filing.

As requested, we are attaching a certified copy of the contract and bond covering this project. Please let us know when your client's claim has been paid, so that we may clear our records.

Very truly yours,

[illegible]

Floyd Peer, Secretary
[illegible]

[illegible].

cc: Fireman's Fund Insurance Company
C. A. Valentine
Combo Construction Company, Inc.
Commissioners
Mr. Tom McCall - Please acknowledge receipt of this claim on the enclosed copy of our letter.

NOTED ON CARD

RECEIVED
NOV 7 - 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

REFERRED
TO Right of Way
FOR F. C. McKINNEY

LAW OFFICES OF
KEANE, HAESSLER, BAUMAN AND HARPER
1430 AMERICAN BANK BUILDING
PORTLAND, OREGON 97205

TELEPHONE 224-4100
AREA CODE 503

GORDON H. KEANE
ERIC R. HAESSLER
FRANK A. BAUMAN
DAVID W. HARPER
DONALD H. PEARLMAN
DANIEL H. COLEMAN
GEORGE O. TAMBLYN
JACK R. PLATTEN
J. MICHAEL NOLTE
FREDRICK G. CAPELL

October 31, 1966

RECEIVED
NOV 1 1966
LEGAL & RIGHT OF WAY

State Highway Dept.
State of Oregon
Salem, Oregon

Attention: George Rohde

Dear Mr. Rohde:

Re: Detroit Lake Overnight Camp Extension
No. 6663

Enclosed herewith find an affidavit pursuant to O.R.S. 279.515. Pursuant to this affidavit, would you please forward pursuant to O.R.S. 279.512, a certified copy of the contract and bond in the above referred-to project.

Very truly yours,

KEANE, HAESSLER, BAUMAN and HARPER

By David W. Harper

DWH:lmr
Enc.

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Multnomah)

I, David W. Harper, having been first duly sworn, do depose and say under oath: That I am attorney for Tuney Logging, Inc. and I make this affidavit pursuant to O. R. S. 279.515, and state that Tuney Logging, Inc. has a claim against Salem Pacific Corporation, a sub-contractor of Combo Construction Company for materials used in the prosecution of the work in the project known as the Detroit Lake Overnight Camp Extension, No. 6663 being handled by the State of Oregon Park Bureau and that the claim is approximately in the sum of $5,100.00 and is presently unpaid and the items supplied to said project were equipment leased to Salem Pacific Corporation for their use in moving rock, dirt and other soil material and vegetation in said public construction and that the said equipment was so used as leased. That I am conversant with the facts and therefore make this affidavit by and on behalf of Tuney Logging, Inc. and there is presently no one within the State of Oregon who can make this affidavit.

David W. Harper

Subscribed and sworn to before me this 31st day of October, 1966.

Notary Public for Oregon
My Commission expires: 2/5/69

RECEIVED
OCT 28 1966

24-3330
6663

October 28, 1966

CERTIFIED MAIL

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

In our letter to you of September 15, 1966, we advised that final payment would be made to Combo Construction Company, Inc., on Contract No. 6663, after September 22, 1966. As of this date we have received no reply from you objecting to the release of final payment to the contractor, or any statement from you, as surety, that you claim any right or interest in the final payment. The amount now due for final payment for work completed in Detroit State Park is $11,946.14.

We have previously advised you of the receipt of various claims allegedly owed by the contractor that have been received in this office. At the present time, claims totaling $77,346.01 have been filed with us. Out of this total we have only been advised of payment in the amount of $417.83.

The final voucher is now ready for payment. We therefore desire to receive written notice from you by November 10, 1966, as to whether you have any claim or interest in the above sum or whether you wish it paid directly to the contractor. In the event we do not hear from you, we will assume that you have no objection and fully consent to the final payment in the sum of $11,946.14 being made by us directly to the contractor.

Very truly yours,

Floyd Query, Secretary
DIVISION STATE HIGHWAY COMMISSION

cc: Combo Construction Company, Inc., 384 "G" Street, Crescent City, Calif.
S. A. Valentine
L. H. Young
G. E. Rohde
C. H. Maison
Attn: John Herr

FM:FQ:gc

RECEIVED
OCT 26 1966

FOR FILING 24-33310

file

Contract 6663

Claims as of 10-26-66

~~3-15-66~~	~~Salem Pacific Corp.~~		~~25,545.20~~
4-14	US IRS		11,086.83
5-4	Robt M. Weigel		2,147.00
5-17	Ed Fischer		24,135.20
5-23	Mackey & Noland		3,984.00
6-29	Kenneth R. Hanson (Luther Barnes)		2,392.06
7-20	Consumers Power Inc		258.04 222.68
8-10	W.B. Braasch		384.30
6-14	Interstate Heavy Hauling Co.		1430.20
6-9	Gilbert DeHut Logging Co.		1166.00
8-31	Suburban Gas of Salem Inc		870.00
8-25	Grand Metal Products Corp.		3255.00
9-6	Consumers Power Inc	(Credit)	(417.83)
10-17	R.D. McAdaragh		187.50
10-21	R.D. McAdaragh		262.00
			77,326.01

FORM E-123X 50M 7-66

RECEIVED
NOV 1 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WESCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR FILING

FILED
OCT 24 1966
TOM McCALL
SECRETARY OF STATE

File No. 4224
24-2230
6662

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
OCT 24 8 00 AM '66
TOM McCALL
SECRETARY OF STATE

October 7, 1966

[illegible]
[illegible] Insurance Drive [illegible]
[illegible], Oregon

Dear Mr. [illegible]:

This is to acknowledge your [illegible] dated October 17 stating that [illegible] your [illegible] and repair work on Silver Creek Bridge was completed.

This appears to be in connection with the Combo Construction Company, Inc., contract No. [illegible] for grading and construction in the Detroit Lake State Park in Marion County.

The surety on this project is the Fireman's Fund Insurance Company through S. A. Valentine, Inc., S. W. 6th Avenue, Portland. We will advise them of the receipt of your claim and we will then forward your claim to the Secretary of State for filing.

Please let us know when you have received full payment of this claim.

Very truly yours,

[illegible], Secretary
[illegible] Engineer-Manager

cc: Fireman's Fund Insurance Company
S. A. Valentine
Combo Construction Company, Inc.
Mr. Glenn L. Jackson
Mr. David B. Simpson
Hon. Tom McCall

RECEIVED
OCT 25 1966
STATE HIGHWAY COMMISSION

(Please acknowledge receipt of this claim on the enclosed copy of your letter.)

C. W. HEAD

NOTED ON CARD
yk

INVOICE

Sold To Raymond Claytor
Edward Fischer dl Contractor
64th Ave. S.E. Salem-

Shipped To R. L. McCullough

Address 1160 Shoreline Dr. via N. Salem Oregon

OUR NUMBER 1759

DATE 10/17/66

CUSTOMER'S ORDER

SALESMAN

TERMS

F. O. B.

Claim against Dayton Plumbing
located Edgewater St. west Salem.
Repair work on shower stalls
At Detroit rest stations.
Damage caused by leaky pipes

#18750

State Highway Contract # 66663
The Surety on this Job is the Firemans
Fund Insurance Co.

RECEIVED
OCT 21 1966
STATE HIGHWAY COMMISSION

Rediform 7H 725

FORM S-123X REV 7-66

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FILLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
OCT 24 8 00 AM '66
TOM McCALL
SECRETARY OF STATE

FILED
OCT 24 1966
TOM McCALL
SECRETARY OF STATE

File No. 4223

24-2250

1662

October 1, 1966

W. A. [illegible]
[illegible] Columbia Drive N.
[illegible], Oregon

Dear Mr. Whitcraft:

We will acknowledge your invoice No. 1761 which states that Pratt and Lambert Company owes you $[illegible] due to faulty material causing an additional expense on the Detroit Park Rest Stations.

From the description given it appears that the contract to which you refer is our Contract No. 6661 for overnight camp extension in the Detroit Lake State Park in Marion County.

The surety on this project is the Fireman's Fund Insurance Company through E. A. Valentine, 1120 S. W. 6th Avenue, Portland. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

[illegible]

[illegible], Secretary

cc: Fireman's Fund Insurance Company
E. A. Valentine
Dumbo Construction Company, Inc.
Mr. Glenn L. Jackson
Mr. David B. Simpson
Hon. Tom McCall - (Please acknowledge receipt of this claim on the enclosed copy of your letter.)

NOTED ON CARD

RECEIVED
OCT 25 1966
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

INVOICE

OUR NUMBER
1763
DATE
CUSTOMER'S ORDER
SALESMAN
TERMS
F. O. B.

Sold To Pratt and Lambert Co
Att. Ed. Fletcher
3333 S.E. Belf St. Portland Oregon

Shipped To P.J. McGeough

Address 4660 Shoreline Dr. N. Via Salem Oregon

On Aug. 27'66 I notified this Company of a charge of $42.00 due to faulty material causing me additional expense on the Detroit Fork Rest stations. Mr. Fletcher had previous knowledge of this also.

State Highway contract # 6663

The Surety on this Job is the Foremans' Fund Insurance Co.

RECEIVED
OCT 21 1966
STATE

Rediform
7H 725

RECEIVED
SEP 21 1966
FOR FILING

24-3330
6663

September 19, 1966

(Corrected) Bid Tabulation Form
[illegible] California Street
San Francisco, California

Gentlemen:

Contract No. 6663 awarded to Combe Construction Company, Inc., for overnight camp extension in the Detroit Lake State Park in Marion County was completed on June 22, 1966, and accepted by the Highway Commission on September 13, 1966.

Final payment in the amount of $11,946.14 will be released to the contractor after September 22, 1966. The total contract amount is $235,222.39 and no work was performed under force account.

You have been advised previously that claims have been filed with us.

Very truly yours,

Floyd Seery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
J. W. Read, Assistant Secretary

go

cc: Combe Construction Company, Inc.
384 'G' Street
Crescent City, California

Mr. E. A. Valentine
1409 S. W. 6th Avenue
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

10-12-66
Check is ready to go.
Called Mr Kinney. He says hold till they check with Thornton —
called Haverland to hold
76

FORM E-123X 80M 4-62

RECEIVED
SEP 8 1966
OREGON
STATE HIGHWAY COMMISSION

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

24-3310
6663

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
SEP 15 8 00 AM '66
TOM McCALL
SECRETARY OF STATE

September 14, 1966

King, Willy, Roberts, Beck & Reese
Attorneys & Counselors at Law
American Bank Building
Portland, Oregon 97205

Gentlemen:

This is to acknowledge receipt of your letter of September 1 and attached notice of claim of your client, Grand Metal Products Corporation, stating that Pioneer Construction Company (subcontractor) for Combo Construction Company, Inc., owes them for materials in the amount of $3,455.

The Fireman's Fund Insurance Company through E. A. Valentine, 1409 S. W. 6th Avenue, Portland, furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please let us know when your client's claim has been paid.

Very truly yours,

Floyd Avery, Secretary
Oregon State Highway Commission

ORIGINAL SIGNED
C. W. HEAD

By
C. W. Head, Assistant Secretary

CWH:go

cc: Fireman's Fund Insurance Company
E. A. Valentine
Combo Construction Co., Inc.
Commissioners
Hon. Tom McCall (P.S. Please acknowledge receipt of this claim on the enclosed copy of your letter.)

File No. 4214
FILED
SEP 16 1966
TOM McCALL
SECRETARY OF STATE

RECEIVED
SEP 16 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
jk

9/15/66 - Cecil Head: We filed this claim on September 6, 1966, and we are adding this to that file - file no. 4214.

Inger Henrikson
Secretary of State's Office

NOTED
C. W. HEAD

KING, MILLER, ANDERSON, NASH & YERKE
ATTORNEYS AND COUNSELORS AT LAW
AMERICAN BANK BUILDING
PORTLAND, OREGON 97205

TELEPHONE 226-2431 CABLE ADDRESS "KINGMAR"

RALPH H. KING
ROBERT S. MILLER
GRANT T. ANDERSON
FRANK E. NASH
FREDRIC A. YERKE, JR.
NORMAN J. WIENER
ORVAL O. HAGER
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. McCLANAHAN
CLIFFORD N. CARLSEN, JR.
DONALD R. HOLMAN
KENNETH W. HERGENHAN

HELEN F. ALTHAUS
JEAN P. LOWMAN
WILLIAM B. CROW
HARVEY C. BARRAGAR
GERALD A. FROEBE
CONRAD L. MOORE
DEAN D. DECHAINE
WILLIAM N. STILES
R. ALAN WIGHT
DAVID W. MORTHLAND
WILLARD M. BUSHMAN

September 8, 1966

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Subject: Grand Metal Products Corporation--
Detroit Lake State Park
(our file No. 4013)

Dear Mr. Query:

We enclose for filing with the clerk or auditor of the State Highway Commission a notice of claim executed by the subject corporation under date of September 7, 1966. A duplicate original of the enclosure has been mailed to the Secretary of State for filing in his office.

Please acknowledge receipt of the enclosed notice of claim by signing and returning the enclosed copy of this letter to us.

Very truly yours,

KING, MILLER, ANDERSON, NASH & YERKE

By Kenneth W Hergenhan

NOTED
FLOYD QUERY

Ck please handle
-16

RECEIVED
SEP - 9 1966
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

To: [illegible]

Notice hereby is given that the undersigned, GRAND METAL [illegible], an Oregon corporation, has a claim for toilet partitions and stainless steel shelving furnished by it and for labor performed by it in installing the same at the comfort station in Detroit Lake State Park in Marion County, Oregon, under an agreement with [illegible] Construction Company, a subcontractor for Combo [illegible] Company, Inc., in the sum of $3,455 against the bond given by said Combo Construction Company, Inc., and Fireman's Fund [illegible] Company for the work of improving said Detroit Lake State Park by said Combo Construction Company, Inc., pursuant to agreement with [illegible] dated July 22, 1965.

GRAND METAL PRODUCTS CORPORATION

By Richard E. Sykes

Dated: 9/17, 1965

RECEIVED
SEP 19 1966
FOR FILING

24-3330
6663

September 13, 1966

Consumers Power, Inc.
1940 North Ninth Street
Corvallis, Oregon

Attention: K. M. Mayer
Credit Manager

Gentlemen:

Thank you for your letter of September 6 informing us that you have received $417.83 from Combo Construction Company for their two electrical bills which leaves an unpaid balance of $62.89.

You state this is in reference to the Combo Construction Company, Inc., Contract No. 6663, for the overnight camp extension in Detroit Lake State Park in Marion County.

Our records show that this is in connection with your claim which was filed with the Secretary of State on July 26, 1966. This information will be noted in our records and we will advise the surety and the contractor of this payment.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Read, Assistant Secretary

Charge

cc: Fireman's Fund Insurance Company
E. A. Valentine
Combo Construction Co., Inc.
Glenn L. Jackson
David B. Simpson

Noted on card G.C.

CONSUMERS POWER, INC.
1940 NORTH NINTH STREET
CORVALLIS, OREGON

September 6, 1966

Oregon State Highway Commission
Oregon State Highway Building
Salem, Oregon

Attention: Floyd Query, Secretary

Gentlemen:

Re: Combo Construction Company, Contract # 6663

We received a payment of $417.83 from Combo Construction Company on July 26, 1966 which paid their two electric bills through April 30, 1966 leaving an unpaid balance of $62.89.

Inasmuch as we have heard nothing about payment of the remaining balance, it occured to us that you may be negotiating with Combo Construction Company for payment of the bill after April 30, 1966.

We hope this information will be of some value to you in settling the contract.

Sincerely yours,

K. M. Mayer
Credit Manager

Cc please ack.
76

NOTED
C. W. HEAD

RECEIVED
SEP
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 14 1966
FOR FILING

24-8330
6663

September 13, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed June 22, 1966, on Contract No. 6663. The contract was with Combo Construction Co., Inc. and was for construction of overnight camp extension at Detroit Lake State Park in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 13, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
Ivan Merchant
C. H. Maison
R. D. Asburry

bg

RECEIVED
SEP 8 - 1966
FOR FILING
24-3-2

6663

September 8, 1966

King, Miller, Anderson, Nash & Yerke
Attorneys and Counselors at Law
American Bank Building
Portland, Oregon 97205

Attention: Mr. Kenneth W. Hergenhan

Re: Your File No. 4013

Gentlemen:

Attached is the certified copy of the contract and bond on our Contract No. 6663 which I failed to sign when it was sent to you a few days ago. Sorry about that.

Combo Construction Company, Inc., has had only the one contract with the Oregon State Highway Department, that being Contract No. 6663 for work at Detroit State Park. All of the work performed at the Detroit State Park was by contract with the State Highway Department and no other State agency is involved.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
Attachment

KING, MILLER, ANDERSON, NASH & YERKE
ATTORNEYS AND COUNSELORS AT LAW
AMERICAN BANK BUILDING
PORTLAND, OREGON 97205

TELEPHONE 226-2431 CABLE ADDRESS "KINGMAR"

RALPH H. KING
ROBERT S. MILLER
GRANT T. ANDERSON
FRANK E. NASH
FREDRIC A. YERKE, JR.
NORMAN J. WIENER
ORVAL O. HAGER
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. McCLANAHAN
CLIFFORD N. CARLSEN, JR.
DONALD R. HOLMAN
KENNETH W. HERGENHAN

HELEN F. ALTHAUS
JEAN P. LOWMAN
WILLIAM B. CROW
HARVEY C. SARRAGAR
GERALD A. FROESE
CONRAD L. MOORE
DEAN D. DECHAINE
WILLIAM N. STILES
R. ALAN WIGHT
DAVID W. MORTHLAND
WILLARD M. BUSHMAN

September 6, 1966

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Subject: Grand Metal Products Corporation--
Detroit Lake State Park work
(our file No. 4013)

Dear Mr. Query:

Thank you for your letters of September 1 and 2, 1966, relating to your contract No. 6663. As the certificate enclosed with your letter of September 1, 1966, was not signed, we enclose the same for execution and return to us.

Without reviewing the plans and specifications incorporated by reference as a part of the July 22, 1965, contract with Combo Construction Company, Inc., which you sent us, we have no way of confirming that our client's labor and material was furnished pursuant to said contract. Therefore, we would appreciate being advised whether the State Highway Commission had any other contracts with Combo Construction Company, Inc. (or Combo Construction Company), for work at the Detroit Lake State Park and whether work on the comfort station at the park might have been let by another state agency.

Very truly yours,

KING, MILLER, ANDERSON, NASH & YERKE

By Kenneth W. Hergenhan

RECEIVED
SEP - 7 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 7 - 19

FORM 6-133

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FILED
SEP
TOM McCALL
SECRETARY OF STATE

6663

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 2, 1966

Claim File
No. 4214

King, Miller, Anderson, Nash & Yerke
Attorneys and Counselors at Law
American Bank Building
Portland, Oregon 97205

Gentlemen:

Further reference is made to your letter of August 25 and attached affidavit concerning your client, Grand Metal Products Corporation, for material furnished to Ed Fischer, subcontractor, to Combo Construction Company. Your letter states that your client has not been paid for this material which amounts to $3,255.

This appears to be in reference to the Combo Construction Company, Inc., Contract No. 6663, for the overnight camp extension in Detroit Lake State Park in Marion County.

The surety on this project is Fireman's Fund Insurance Company through E.A. Valentine, 1209 S.W. 6th Avenue, Portland. We will advise them of the receipt of your letter and we will forward your letter to the Secretary of State for filing.

Please inform us when your client's claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Fireman's Fund Insurance Company
E.A. Valentine
Combo Construction Company, Inc.

Hon. Tom McCall

NOTED ON GARD

NOTED
C. W. HEAD

RECEIVED
SEP - 6 1966
OREGON
STATE HIGHWAY COMMISSION

September 1, 1966

King, Miller, Anderson, Nash & Yerke
American Bank Building
Portland, Oregon 97205

Gentlemen:

This is to acknowledge receipt of your letter of August 25 and attached affidavit pertaining to the Combo Construction Company Inc., Contract No. 6663 for overnight camp extension in the Detroit Lake State Park in Marion County.

This construction was completed June 22, 1966, but has not yet been accepted by the State Highway Commission.

As requested, we are attaching a certified copy of the contract and bond covering this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jk

cc Fireman's Fund Insurance Company

E. A. Valentine

KING, MILLER, ANDERSON, NASH & YERKE

ATTORNEYS AND COUNSELORS AT LAW
AMERICAN BANK BUILDING
PORTLAND, OREGON 97205

RALPH H. KING
ROBERT S. MILLER
GRANT T. ANDERSON
FRANK E. NASH
FREDRIC A. YERKE, JR.
NORMAN J. WIENER
ORVAL O. HAGER
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. McCLANAHAN
CLIFFORD N. CARLSEN, JR.
DONALD R. HOLMAN
KENNETH W. HERGENHAN
HELEN F. ALTHAUS
JEAN P. LOWMAN
WILLIAM B. CROW
HARVEY C. BARRAGAR
GERALD A. FROEBE
CONRAD L. MOORE
DEAN D. DeCHAINE
WILLIAM N. STILES
R. ALAN WIGHT
DAVID W. NORTHLAND

August 25, 1966

TELEPHONE 226-2431
AREA CODE 503
CABLE ADDRESS
"KINGMAR"

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Subject: Grand Metal Products Corporation

Dear Mr. Cooper:

Our client, Grand Metal Products Corporation, fabricated and installed toilet partitions and stainless steel shelves in the comfort station at the Detroit Lake State Park in early June 1966 under an agreement with Ed Fischer Construction Company, a subcontractor for Combo Construction Company. We understand that Combo Construction Company was the prime contractor with the State of Oregon, acting by and through the State Highway Commission for the work at the park.

Our client has not been paid for its work, and there is due to it $3,255.

Pursuant to ORS 279.512 we request that you furnish us a certified copy of the contract and bond between the State of Oregon and Combo Construction Company for work on Detroit Lake State Park. The required affidavit is enclosed.

If the work performed by Combo Construction Company has been accepted, please advise us of the date of such acceptance.

Very truly yours,

KING, MILLER, ANDERSON, NASH & YERKE

By Kenneth W Hergenhan

RECEIVED
AUG 26 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 24 1966
GRAND METAL
PRODUCTS CORP.

STATE OF OREGON)
) SS
COUNTY OF MULTNOMAH)

AFFIDAVIT

ROBERT E. HOBERG, being first duly sworn, deposes and says that:

1. He is vice president of Grand Metal Products Corporation, an Oregon corporation, and makes this affidavit on behalf of said corporation.

2. Said corporation supplied labor and materials for the prosecution of work performed by Combo Construction Company on the Detroit Lake State Park under a contract with the state of Oregon during the period from on or about June 7, 1966, to on or about June 10, 1966.

3. Said corporation supplied said labor and materials pursuant to a contract with Ed Fischer Construction Company, a sub-contractor of said Combo Construction Company.

Robert E. Hoberg

Robert E. Hoberg

SUBSCRIBED and sworn to before me this 24th day of August, 1966.

Catherine H. Hollenbeck

Notary Public for Oregon
My commission expires:

My Commission Expires Jan. 18, 1967

cwp to Sid State

RECEIVED
AUG 26 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 7 1966

FORM 2-12gX 50M 8-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

24-2250

1662

Claim File No. 4213

FILED
SEP 2 1966
TOM McCALL
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 1, 1966

Salesmen Club of Salem, Inc.
P. O. Box 7046
Salem, Oregon 97307

Gentlemen:

This will acknowledge receipt of your letter of August 30 stating that Dayton Plumbing Company of Salem [illegible] you $370.00 for the 500 gallon propane storage tank.

[illegible] the description, this appears to be in reference to the Combo Construction Company Inc., Contract [illegible] for an overnight camp recreation in the Detroit [illegible] State Park in Marion County.

The surety on this project is the Fireman's Fund Insurance Company through E. M. Valentine, 1200 S. W. [illegible] Avenue, Portland, Oregon. We will advise them that your letter has been received and we will also forward your letter to the Secretary of State for filing. This action will assure full protection under the performance bond.

When your claim has been paid, let us know so that we can clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

GJ:gjk
cc Fireman's Fund Insurance Company
E. M. Valentine
Hon. Tom McCall-Please acknowledge receipt of this claim on the enclosed copy of this letter.
Combo Construction Co. Inc.
Glenn Jackson
David Simpson

RECEIVED
SEP - 2 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
gk

SUBURBAN GAS
OF SALEM, INC.

P.O. BOX 7048
(1260 WOODROW STREET, N.E.)
SALEM, OREGON 97307
Telephone: 363-3445

August 30, 1966

Mr. Floyd Query
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Sir:

This letter refers to the State of Oregon contract with the Co bo Company for the construction and improvment of the Detroit Lake State Park during the summer of 1966.

Our interest in this concerns two 500 gallon propane storage tanks installed at this park by the Dayton Plumbing Company of Salem, Oregon. Dayton Plumbing Company was apparently a sub contractor on this job. This company has not at the present time paid their bill with us in the amount of $870.00.

It is our understanding that Dayton Plumbing has not been paid for their part of the contract.

Please consider this letter as notification to the State of Oregon that an unpaid bill exists against the construction and improvment contract of the Detroit Lake State Park.

Very truly yours,

Richard Behr

Richard Behr
Manager
Suburban Gas of Salem

NOTED
FLOYD QUERY

RECEIVED
AUG 31 1966
OREGON
STATE HIGHWAY COMMISSION

RB:cw

RECEIVED
AUG 26 1966
FOR FILING

24-3330

6663

August 26, 1966

Fireman's Fund Insurance Company
P.O. Box 3395
San Francisco, California 94120

Attention: Mr. Arthur C. Bailey, Manager
Central Bonding Office

Gentlemen:

Attached is a copy of a letter written to me regarding Mr. Fischer's claim against Combo Construction Company and our Contract No. 6663 for work in Detroit Lake State Park.

It appears that there has been a lack of communication between Combo and the Fischer Company.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
Attachment

cc Combo Construction Co., Inc.
384 "G" Street
Crescent City, California

Mr. Ed Fischer
4478 64th Avenue, S.E.
Salem, Oregon

Fischer Homes

• • • [redacted] Salem, Oregon Telephone 585-1261
4478 64th Ave. S. E.

August 22, 1966

Mr. Floyd Query
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Dear Mr. Query;

Regarding the letter of August 18, 1966 from the Firemens Fund American Insurance Company.

I would like to advise you of the following:up until this date I have received no corespondence from Combo Construction Company or the Firemens Fund American Insurance Company regarding the bill due us at Detroit Lake State Park. In There previous letter they stated they were going to contact me in regards totheir bill owing. In this letter they advised I was to contact them.

Since they haven't acknowledged my letter of 30 days ago I don't know of any other contact than a physical contact. A trip to San Francisco if this is what they mean. I would be willing to go to San Francisco as it is only 1 hour and 30 minutes away.

Since this job startedin lastOctober Combo Construction Company has been consistantly delinquent in payments as the septic tanks that were poured in November of 1965, have never been paid for. This is going past 9 months and going almost into a year of delinquency.

The last time I talked to Combo Construction Company was in May of this year at Detroit Lake State Park. I asked him for the money due me on past accounts. At that time he stated he didn't have time to talk that he was going to look ay a rock project and that I should come back on a Monday and he would discuss it with me. Going back on Monday I found that he wasn't there and writing letters to Combo Construction Company , I have yet to receive one reply.

I hope with this information gathered together that you can realize some of the problems we have had and since this is certainly an excessive amount of money due me I find it real necessary to do everything I can to try to collect this.

In your Firemans Fund American Insurance letter you stated of a dispute between Ed Fischer and Combo Construction Company. Since I have had no corespondence with them or no verbal conversation it is certainly news to me that they don't want to live up to their contract.

Fischer Homes

. . . 1311 Lancaster N. E. Salem, Oregon Telephone 585-1261
4478 64th Ave. S. E.

The only thing I have in refernce to this is the contract that was signed and consenquently we have done our portion by completing the buildings before the 10th of June 1966. We realize the job was completed on the 21st of June as your plumber worked up there for some extent after we were completed. The only thing that we did later than the 10th was some repair work. Repairing some plumbers leaks in the shower wall and in the floor of the womens rest room.

I would certainly be willing to discuss this with anybody at hand at any time.

Very truly yours,

Edward J. Fischer

Edward J. Fischer
Ed Fischer and Company

RECEIVED
AUG 2 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 4 - 1966
FOR FILING

24-3330

6663

August 24, 1966

Combe Construction Company, Inc.
384 "G" Street
Crescent City, California

H 1 D

Gentlemen:

The State Highway Commission at its meeting on August 25 considered your request for an extension of time on Contract No. 6663 for overnight camp extension of Detroit Lake State Park in Marion County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an extension of time to June 9, 1966.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc R. E. Asburry
Don Beecroft
L. H. Young
F. D. Morgan
I. D. Merchant
C. H. Maison

RECEIVED
AUG 23 1966
FOR FILING
24 3350
6662

August 22, 1966

Fireman's Fund American Insurance Companies
Post Office Box 3395
San Francisco, California 94120

Attention: Mr. Arthur C. Bailey, Manager
Central Bonding Office

Gentlemen:

Thank you for your letter of August 17 concerning claims against Combo Construction Company on our Contract No. 6663, your Bond No. C-6135750, for overnight camping facilities in Detroit Lake State Park.

We were not aware that there was any dispute between Mr. Fischer and Combe Construction Company. I talked to Mr. Fischer today and he said he was not aware of any difference of opinion concerning work that he had performed. In fact, he stated that Combe has not talked to him or answered his correspondence in the last two or three months. I am sending a copy of your letter to Mr. Fischer.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm

cc Combe Construction Company, Inc.
Ed Fischer

George Rohde
Attn: Frank McKinney

O. D. Oliphant: VICE PRESIDENT

FIREMAN'S FUND AMERICAN INSURANCE COMPANIES

PACIFIC REGIONAL HOME OFFICE: 3333 CALIFORNIA STREET • SAN FRANCISCO, CALIFORNIA 94120
MAILING ADDRESS: POST OFFICE BOX 3395 • PHONE: JORDAN 7-5000

August 17, 1966

Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Contract 6663

Dear Mr. Query:

Re: F100S 1402 - COMBO CONSTRUCTION COMPANY - Bond C-6135750
Obligee: State of Oregon - Detroit Lake State Park Area
Extension of Overnight Camping Facilities

I acknowledge your letter of August 10, 1966.

In connection with the claims you listed with your letter of July 28, 1966, I am advised that a very substantial payment of approximately $10,000 has been made to Salem Pacific Corp. some time ago, and that arrangements are planned to meet with Salem Pacific Corp., looking toward settlement of their account, if and when final payment is received from the State.

We are also advised that the claim of Interstate Heavy Hauling Co., in the amount of $1,430.20, is actually a claim by a sub of Salem Pacific and that arrangements will be made, of course, to clear this at the time settlement is made with Salem Pacific. The same is true of the claim of DeHut Logging Company in the amount of $1,166, and of Kenneth R. Hanson in the amount of $2,392.06.

It is my understanding that the claim of Mackey and Noland has not as yet been verified as due from Combo Construction Company on this particular job.

I am further advised that there is a legitimate dispute existing between Mr. Ed Fischer and Combo which must be settled between the parties before any arrangements can be made for payment. Among other items this involves the two items shown on your list from Consumers Power, Inc. and several other items which need not be detailed here. I would suggest, however, that in view of this, Fischer attempt to set up some sort of meeting with Combo in order that, if possible, the items in dispute could be settled.

I am sure you can appreciate that we are as anxious, as is your Department, to have this matter settled at an early date and we trust that you will expedite payment of any monies due to Combo on this contract, in order that settlement can be started.

We have also noted your statement that Mr. Martin's question in regard to application of funds to the Internal Revenue Service has been referred to your Legal Division. We understand from your prior correspondence that this referral was made some time ago, and we would appreciate being advised of their decision or opinion in this case.

Yours very truly,

Arthur C. Bailey

ARTHUR C. BAILEY, Manager
Central Bonding Office-SF
Claim Department

ACB/j

cc: Combo Construction Company
William Speer, Esq.
Mr. George Yamor

RECEIVED
1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 19 1966
FOR FILING
24-3321
6663

August 19, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 10
August 25, 1966 meeting

Gentlemen:

Combo Construction Company, Inc., contractor on the Detroit Lake State Park Overnight Camp Extension in Marion County, Contract 6663, has requested that the completion date be advanced from the specified date of April 10, 1966, to June 24, 1966, without assessment of liquidated damages.

The contractor cites the following reasons for failure to complete the work on time: unfavorable weather; delays for suitable borrow material; difficulties due to unforeseen, unsuitable material in boat ramp; and delays for price agreements on new methods and source of borrow.

The project consisted of various types of work, including grading and building construction. The borrow area specified in the plans proved unsuitable for the uses specified. Due to the resultant changes in plans, the grading operation was shut down from November 15 to December 28 to obtain an alternate source of borrow material; also a shutdown order was issued March 30, 1966, when weather conditions were not favorable to satisfactory grading operations, and relinquished May 5, 1966. Total delays to the contractor's operations during these periods amounted to 79 calendar days.

The above-mentioned delays and shutdown order are justification for an extension of time on the grading portion of the work only. The contractor returned to work May 6 and completed the grading portion of the work on June 9, consuming 35 calendar days or in considerable less time than he was delayed by actions of the State.

There was no delay affecting the construction of the buildings and the shutdown order issued the contractor on the grading portion of the work specially made mention that other work on the contract should continue. The buildings and all other work on the contract were completed June 26, 1966.

I recommend that the contractor be granted an extension of time to June 9, 1966, without assessment of liquidated damages and that he be charged liquidated damages for the time consumed during the period June 9 to and including June 27. This amounts to a penalty of 13 days at $100 per day or $1,300.

This matter will be on the agenda for your consideration at the August 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
C. H. Maison
Ivan Merchant
R. D. Asburry

CAG:jf fn

B-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

RECEIVED
APR 14 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 18, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays ~~xxxx~~ amounting to 35 workdays beyond the ending of the State of Oregon's Stop Order ~~xxxx~~ to ..... ~~xxxx~~ days, within which to complete our Contract No. 6663, without the assessment of liquidated damages. The said contract is described as follows: Detroit State Park

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The dates have been from time to time during the course of the contract and amount to in excess of 35 working days.

The reasons: (1) Unfavorable weather
(2) Delays for suitable borrow material
(3) Difficulties due to unforseen unsuitable material in boat ramp
(4) Delays for price agreements on new methods and sources of borrow

Respectfully submitted,

COMBO CONSTRUCTION CO., INC.
Contractor

By Robert G. Stumbo
Robert G. Stumbo, Sec.-Treas.

(Executed in quintuplicate)

CONSENT OF SURETY

Date March 25, 1966

We, FIREMAN'S FUND INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

B. J. Mooney
B. J. MOONEY Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6663 Contractor Combo Construction Company, Inc.

Highway —

Section Detroit Lake State Park

Kind of Work Overnight Camp Extension

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

It is recommended that the completion date be extended from April 10 to June 9, 1966, as due to changes in plans and shut down orders, the grading work was delayed for a longer period. Grading work was completed June 9, 1966

Recommended for Approval:

R. D. Asbury
Division Engineer

Irwin V. Muchmore
Construction Engineer or Bridge Engineer

C. M. Ellis
asst State Highway Engineer

Contract No.	6663
Project designation	State (State-Federal)
Date awarded	July 22, 1965
Work started	September 16, 1965
Per cent completed	65% April 22, 1966 (Date)
Specified Completion Date	4-10-66
Previously Extended	—
Extension requested to	6-5-66

SP*6200-736

GENERAL POWER OF ATTORNEY

FIREMAN'S FUND INSURANCE COMPANY

KNOW ALL MEN BY THESE PRESENTS: That FIREMAN'S FUND INSURANCE COMPANY, a Corporation duly organized and existing under the laws of the State of California, and having its principal office in the City and County of San Francisco, in said State, has made, constituted and appointed, and does by these presents make, constitute and appoint B. J. MOONEY ----------

of SAN FRANCISCO , in the State of CALIFORNIA , its true and lawful Attorney(s)-in-fact, with full power and authority hereby conferred, to make, execute, seal and deliver, on its behalf, and as its act and deed.

ANY AND ALL BONDS, RECOGNIZANCES, CONTRACTS, AGREEMENTS OF INDEMNITY AND OTHER CONDITIONAL OR OBLIGATORY UNDERTAKINGS- -

And such bonds or undertakings, when signed, sealed and delivered by B. J. MOONEY- - - - - - - - - - - - - -

shall bind said Corporation as fully and to the same extent as if the same were signed by the President and Secretary of said Corporation under its corporate seal.

IN WITNESS WHEREOF, FIREMAN'S FUND INSURANCE COMPANY, under and by authority of a certain Instrument of Authority and pursuant to Article VIII, Section 30 and Section 31, of its By-laws (certified copies whereof are hereinafter set forth), has caused these presents to be signed by its Assistant Vice-President, and its corporate seal to be hereunto affixed this 1ST day of JANUARY , 19 66 .

[Corporate Seal]

FIREMAN'S FUND INSURANCE COMPANY

By JAMES H. WELLS
JAMES H. WELLS, Assistant Vice-President

STATE OF CALIFORNIA, } ss.
CITY AND COUNTY OF SAN FRANCISCO

On this 1ST day of JANUARY, 19 66, before me personally appeared JAMES H. WELLS, personally known to me to be Assistant Vice-President of FIREMAN'S FUND INSURANCE COMPANY, the corporation described in and that executed the within instrument, and also known to me to be the person who executed it on behalf of the Corporation therein named, and he acknowledged to me that such Corporation executed the same; and, being by me duly sworn stated that he is and at the time of the execution of said instrument was the aforementioned officer of said FIREMAN'S FUND INSURANCE COMPANY, that the seal affixed to said instrument is the corporate seal of said Corporation; and that he signed said instrument and caused the said corporate seal to be affixed thereto, pursuant to the authority conferred by a certain Instrument of Authority of said Corporation and Article VIII, Section 30 and Section 31, of the By-laws of said Corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year herein first above written.

[Notarial Seal]

ETHEL L. WATKINS
ETHEL L. WATKINS Notary Public

My commission expires MARCH 2, 1967

STATE OF CALIFORNIA, } ss.
CITY AND COUNTY OF SAN FRANCISCO

I, WINIFRED H. BROWNE Assistant Secretary of FIREMAN'S FUND INSURANCE COMPANY, do hereby certify that the following is a full, true and correct copy of Article VIII, Section 30 and Section 31, of the By-laws of the FIREMAN'S FUND INSURANCE COMPANY adopted on the 19th day of November, 1965, and now in full force and effect, to wit:

"Article VIII, *Appointment and Authority of Resident Assistant Secretaries, and Attorneys-in-Fact and Agents to accept Legal Process and Make Appearances.*

Section 30. *Appointment.* The Chairman of the Board of Directors, the President, any Vice-President or any other person authorized by the Board of Directors, the Chairman of the Board of Directors, the President or any Vice-President, may, from time to time, appoint Resident Assistant Secretaries and Attorneys-in-Fact to represent and act for and on behalf of the Corporation and Agents to accept legal process and make appearances for and on behalf of the Corporation.

Section 31. *Authority.* The Authority of such Resident Assistant Secretaries, Attorneys-in-Fact, and Agents shall be as prescribed in the instrument evidencing their appointment, and any such appointment and all authority granted thereby may be revoked at any time by the Board of Directors or by any person empowered to make such appointment."

And I do hereby further certify that the following is a full, true and correct copy of an Instrument of Authority executed on the 19th day of November, 1965, pursuant to Article VIII, Section 30 and Section 31, of the By-laws of FIREMAN'S FUND INSURANCE COMPANY, and that said Instrument of Authority is now in full force and effect, to wit:

"INSTRUMENT OF AUTHORITY. KNOW ALL MEN BY THESE PRESENTS: That James H. Wells, Assistant Vice-President of FIREMAN'S FUND INSURANCE COMPANY, is hereby vested with full power and authority to appoint and revoke Resident Assistant Secretaries or Attorneys-in-Fact of this Corporation and Agents to accept legal process and make appearances for and on behalf of this Corporation under and pursuant to Article VIII, Section 30 and Section 31, of the By-laws of this Corporation.

FIREMAN'S FUND INSURANCE COMPANY

By STUART D. MENIST
Stuart D. Menist, Vice-President

And I do hereby further certify that STUART D. MENIST, who executed said Instrument of Authority, is, and at the time of the execution thereof was a Vice-President and duly authorized to so act on behalf of said FIREMAN'S FUND INSURANCE COMPANY, and that JAMES H. WELLS, who executed the foregoing Power of Attorney on behalf of said Corporation, is, and at the time of the execution thereof was Assistant Vice-President and duly authorized to so act on behalf of said FIREMAN'S FUND INSURANCE COMPANY.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of FIREMAN'S FUND INSURANCE COMPANY, this 1ST day of JANUARY, 19 66.

[Corporate Seal]

WINIFRED H. BROWNE
WINIFRED H. BROWNE Assistant Secretary of FIREMAN'S FUND INSURANCE COMPANY

STATE OF CALIFORNIA
CITY& COUNTY OF SAN FRANCISCO } ss.

I, E. WATKINS Resident Assistant Secretary of FIREMAN'S FUND INSURANCE COMPANY, a Corporation of the State of California, do hereby certify that the above and foregoing is a full, true and correct copy of the original power of attorney issued by said Corporation on the 1ST day of JANUARY, 19 66, and that I have compared same with the original and that it is a correct transcript therefrom and of the whole of the original. Said power of attorney is in full force and effect and has not been revoked.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Corporation, at the CITY & County of SAN FRANCISCO, State of CALIFORNIA, this 25th day of March, 19 66.

E. Watkins

GENERAL
POWER OF
ATTORNEY

FIREMAN'S FUND INSURANCE COMPANY

KNOW ALL MEN BY THESE PRESENTS: That FIREMAN'S FUND INSURANCE COMPANY, a Corporation duly organized and existing under the laws of the State of California, and having its principal office in the City and County of San Francisco, in said State, has made, constituted and appointed, and does by these presents make, constitute and appoint B. J. MOONEY ----------

of SAN FRANCISCO , in the State of CALIFORNIA , its true and lawful Attorney(s)-in-fact, with full power and authority hereby conferred, to make, execute, seal and deliver, on its behalf, and as its act and deed.

ANY AND ALL BONDS, RECOGNIZANCES, CONTRACTS, AGREEMENTS OF INDEMNITY AND OTHER CONDITIONAL OR OBLIGATORY UNDERTAKINGS- - - -

RECEIVED
AUG 12 1966
FOR FILING

24 3330

6663

August 12, 1966

Mr. W. B. Branaeh
Sand & Gravel
1278 Marigold N. E.
Salem, Oregon

Dear Mr. Branaeh:

This is to acknowledge receipt of your invoice No. 9987 in the name of Combo Construction Company for hauling of rock to Detroit Lake Park in the amount of $384.30.

This appears to be in reference to the Combo Construction Company, Inc., Contract No. 6663 for overnight camp extension in the Detroit Lake State Park in Marion County. The contract was completed June 22, 1966, but has not yet been accepted by the State Highway Commission.

The Fireman's Fund Insurance Company through E. A. Valentine, 1209 SW 6th Avenue, Portland, furnished the performance bond which is given to assure completion of the contract and all bills incurred in it.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. You may file your claim at any time. Attached are excerpts from the Oregon laws outlining the filing procedure.

In the meantime, the claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

cc: Fireman's Fund Insurance Company
E. A. Valentine
Combo Construction Company

CWH:gc

NOTED ON CARD
M.C. 8-12-66

W. B. BRASCH
SAND & GRAVEL
1278 MARIGOLD N. E.
PH. 364-3813 SALEM, ORE.

No. 9987 Dept. Date 19

Name Combo Const. & Aggstate Sand & G

Address

SOLD BY	CASH	C. O. D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT	

QUAN.		DESCRIPTION	PRICE	AMOUNT
	1	Hauling Rock to		
	2	Detroit Lake Park		
	3	Feb. 18 - 21 - 62		
	4			
	5			
	6			$384.30
	7			
	8			
	9			
	10			
	11			
	12			
	13			
	14			
	15			
	16	W B Brasch		
	17			
	18			

RECEIVED
AUG 10 1966
OREGON
STATE HIGHWAY COMMISSION

Customer's Order No.

Rec'd By

KEEP THIS SLIP FOR REFERENCE

Redifprm
5H 33

RECEIVED
AUG 10 1966
FOR FILING
24-3330
6662

August 10, 1966

Fireman's Fund Insurance Companies
P. O. Box 3395
San Francisco, California 94120

Gentlemen:

Your letter of August 4 concerning claims filed against Contract No. 6663 awarded to Combo Construction Company for work in Detroit Lake State Park requested information as to the amount still due the contractor.

Final figures have not yet been prepared but it appears that approximately $13,850 will be payable after the assessment of liquidated damages. We have not been advised of payment of any of the claims totaling approximately $61,000 mentioned in our letter of July 28, 1966.

Mr. Fischer was in our office August 9 and he tells me that his claim in the amount of $24,135.20 has no connection with Salem Pacific Corporation, one of the subcontractors. As Salem Pacific Corporation is a local firm, a phone call was made to them and we were advised that no contact has been made between them and Combo Construction Company.

We pass this on to you as it appears that other information has been given to your company.

We are concerned regarding the payment of claims for labor and materials on this contract. Mr. Fischer says that part of his claim dates back as far as November, 1965. As surety on this contract will you please take such action as is necessary to assure payment of legitimate claims.

Your question in your letter of May 4 concerning the application of funds to the Internal Revenue Service has been referred to our Legal Division.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf
cc: Mr. Ed Fischer
4478 64th Street, S. E.
Salem, Oregon

George Rohde
Attn: Frank McKinney

Combo Construction Company, Inc.
384 "G" Street
Crescent City, California

NOTED ON CARD
Jan

O. D. Oliphant: VICE PRESIDENT

FIREMAN'S FUND AMERICAN INSURANCE COMPANIES

PACIFIC REGIONAL HOME OFFICE: 3333 CALIFORNIA STREET • SAN FRANCISCO, CALIFORNIA 94120
MAILING ADDRESS: POST OFFICE BOX 3395 • PHONE: JORDAN 7-5000

August 4, 1966

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Contract 6663

Dear Mr. Query:

Claim F100S 1402
Principal: Combo Construction Company
Obligee: State of Oregon - - - Claim Under Bond C-6135750
Re: Detroit Lake State Park Area, Marion County - - -
Extension of Overnight Camping Facilities

I am appreciative of your letter of July 28, 1966, detailing claims which you compute as being in excess of $61,000, an amount which you state "far exceeds the amount due the contractor". Would it be possible for you to be somewhat more explicit regarding the amount which you compute as being due the contractor in this instance?

Insofar as the various claims are concerned, it is our understanding that most of them concern parties who supplied labor or material to the Salem Pacific Corporation, one of the subcontractors on the job. A meeting has been scheduled between Combo Construction Company and the Salem Pacific Corporation, and as a result thereof we would expect some agreement on the amounts due the various claimants, as well as clarification of the timing of these payments.

Insofar as Fireman's Fund Insurance Company is concerned, we have not advanced any payments to any of the indicated claimants.

Incidentally, at your convenience I would appreciate having you refer to my letter of May 4, 1966 wherein the question of the application of funds to the Internal Revenue Service levy is discussed.

Very truly yours,

N. Thomas Martin
Bond Claim Superintendent
Pacific Regional Office

NTM/ph
cc: Combo Construction Company
Attorney William Speers
Mr. George Yamor

RECEIVED
JUL 29 1966
FOR FILING

24-3330

6663

July 28, 1966

Fireman's Fund Insurance Company
P. O. Box 3395
San Francisco, California 94120

Gentlemen:

This morning Mr. Ed Fischer came into this office concerning his claim against Combo Construction Company, Inc., in the amount of $24,135.20 on our Contract No. 6663 for work in Detroit Lake State Park.

We checked into the status of the contract and found that it was completed June 22, 1966, but has not yet been accepted by the Commission. There appears to be an amount payable on the contract of between 15 and 17 thousand dollars; however, assessment of liquidated damages may reduce this amount.

Attached is a list of claims filed against this contract which, as far as we know, have not been paid. We have previously advised you by letter concerning the details on each of these claims. You will note that the total of the claims is in excess of $61,000, which far exceeds the amount due the contractor.

Will you please let us know if any of the listed claims have been paid and what plans you have for taking care of these claims which are unpaid. The suppliers of labor and materials have a right to expect reasonably prompt payment for their services and we assure them that the performance bond furnished with each contract is provided for that purpose.

In response to a telephone call made to your office on May 31, you authorized progress payments to the contractor

not withstanding unpaid claims.

Concerning funds retained, and other funds which may become payable on this contract, we ask your immediate instructions as to whether you desire the Commission, upon acceptance of the contract, to release these funds to the contractor, less any State assessments.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

Paige

cc: Combo Construction Company, Inc.
245 "H" Street
Crescent City, California 96097

E. A. Valentine
1209 S. W. 6th Avenue
Portland, Oregon

Mr. Ed Fischer
4478 64th Street, S. E.
Salem, Oregon

Mr. Frank McKinney

O. D. Oliphant: VICE PRESIDENT

FIREMAN'S FUND AMERICAN INSURANCE COMPANIES

PACIFIC REGIONAL HOME OFFICE: 3333 CALIFORNIA STREET • SAN FRANCISCO, CALIFORNIA 94120
MAILING ADDRESS: POST OFFICE BOX 3395 • PHONE: JORDAN 7-5000

August 4, 1966

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Contract 6663

Dear Mr. Query:

Claim F100S 1402
Principal: Combo Construction Company
Obligee: State of Oregon - - - Claim Under Bond C-6135750
Re: Detroit Lake State Park Area, Marion County - - -
Extension of Overnight Camping Facilities

I am appreciative of your letter of July 28, 1966, detailing claims which you compute as being in excess of $61,000, an amount which you state "far exceeds the amount due the contractor". Would it be possible for you to be somewhat more explicit regarding the amount which you compute as being due the contractor in this instance?

Insofar as the various claims are concerned, it is our understanding that most of them concern parties who supplied labor or material to the Salem Pacific Corporation, one of the subcontractors on the job. A meeting has been scheduled between Combo Construction Company and the Salem Pacific Corporation, and as a result thereof we would expect some agreement on the amounts due the various claimants, as well as clarification of the timing of these payments.

Insofar as Fireman's Fund Insurance Company is concerned, we have not advanced any payments to any of the indicated claimants.

Incidentally, at your convenience I would appreciate having you refer to my letter of May 4, 1966 wherein the question of the application of funds to the Internal Revenue Service levy is discussed.

Very truly yours,

N. Thomas Martin
Bond Claim Superintendent
Pacific Regional Office

NTM/ph
cc: Combo Construction Company
Attorney William Speers
Mr. George Yamor

Payable

Retainer 13,850.00 9547.00

Balance 7904.00

Pg. damages — 3600.

V. Gallagher 8-8-66

RECEIVED
JUL 29 1966
FOR FILING

24-3330

6663

July 28, 1966

Fireman's Fund Insurance Company
P. O. Box 3395
San Francisco, California 94120

Gentlemen:

This morning Mr. Ed Fischer came into this office concerning his claim against Combo Construction Company, Inc., in the amount of $44,135.20 on our Contract No. 6663 for work in Detroit Lake State Park.

We checked into the status of the contract and found that it was completed June 22, 1966, but has not yet been accepted by the Commission. There appears to be an amount payable on the contract of between 15 and 17 thousand dollars; however, assessment of liquidated damages may reduce this amount.

Attached is a list of claims filed against this contract which, as far as we know, have not been paid. We have previously advised you by letter concerning the details on each of these claims. You will note that the total of the claims is in excess of $61,000, which far exceeds the amount due the contractor.

Will you please let us know if any of the listed claims have been paid and what plans you have for taking care of these claims which are unpaid. The suppliers of labor and materials have a right to expect reasonably prompt payment for their services and we assure them that the performance bond furnished with each contract is provided for that purpose.

In response to a telephone call made to your office on May 31, you authorized progress payments to the contractor

not withstanding unpaid claims.

Concerning funds retained, and other funds which may become payable on this contract, we ask your immediate instructions as to whether you desire the Commission, upon acceptance of the contract, to release these funds to the contractor, less any State assessments.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

Paige

cc: Combo Construction Company, Inc.
245 "H" Street
Crescent City, California 96097

E. A. Valentine
1209 S. W. 6th Avenue
Portland, Oregon

Mr. EH Fischer
4478 64th Street, S. E.
Salem, Oregon

Mr. Frank McKinney

Combo Construction Co., Inc.
Contract No. 6663

3-15-66	Salem Pacific Corporation	$ 25,545.20
5-4-66	Robert M. Weigel (disclaimed by Combo)	2,147.00
5-17-66	Ed Fischer	24,135.20
5-23-66	Mackey and Noland	3,984.00
6-14-66	Interstate Heavy Hauling Company (Against Jim Thuney, a subcontractor)	1,430.20
6-9-66	Gilbert DeHut Logging Company	1,166.00
-	Phillips Stevens, wages	Amount not given
6-29-66	Kenneth R. Hanson	2,392.06
7-20-66	Consumers Power, Inc.	258.04 222.68
		$ 61,280.38

Claims filed with no record of having been paid

FORM E-1232 50M 4-66

RECEIVED
JUL 25 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

24-3-20

6162

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
Jul 26 10 00 AM '66
TOM McCALL
SECRETARY OF STATE

July 25, 1966

Consumers Power, Inc.
1960 North Ninth Street
Corvallis, Oregon

Attention: A. M. Mayer
Credit Manager

Gentlemen:

This is to acknowledge receipt of your letter of July 20 and attached two final electrical bills in the amounts of $258.04 and $414.60 for Combo Construction Company.

Our state these were incurred at the Trailer Park construction location at Detroit. From the description given it appears that the contract to which you refer is our Contract No. 6663 awarded to Combo Construction Company, Inc., for overnight camp extension in the Detroit Lake State Park in Marion County.

This contract was completed on June 21, 1966, but has not yet been accepted by the Highway Commission. The Fireman's Fund Insurance Company through E. A. Valentine, 1205 SW 6th Avenue, Portland, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

We will advise the surety and agent of the receipt of your claim and we will also forward it to the Secretary of State for filing. This filing will assure protection of your claim under the performance bond.

When your claim has been paid, please let us know so that we can clear our records.

4201

FILED
IN THE OFFICE OF
TOM McCALL
SECRETARY OF STATE

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
Jan

cc: Fireman's Fund Insurance Co.
E. A. Valentine
Combo Construction Co., Inc.
2 Commissioners
Hon. Tom McCall

(Please acknowledge receipt of the claim on the attached copy of this letter.)

CONSUMERS POWER, INC.
1940 NORTH NINTH STREET
CORVALLIS, OREGON

July 20, 1966

Oregon State Highway Commission
Oregon State Highway Building
Salem
Oregon

Attention: Floyd Query, Secretary

Dear Mr. Query:

Enclosed please find a copy of the two final electric bills for Combo Construction Co. which were incurred at your trailer park construction location at Detroit, Oregon.

Inasmuch as no payments have been made on these accounts since the inception of the accounts, we request that you submit these bills for payment in the contract settlement with Combo Construction Co.

Thank you kindly for your consideration and cooperation.

Sincerely yours,

K. M. Mayer
Credit Manager

Enclosure

RECEIVED
2 1966
OREGON
STATE HIGHWAY COMMISSION

CONSUMERS POWER, INC.

P. O. BOX 871, CORVALLIS, OREGON

PAY THIS AMOUNT
CASHIER'S STUB

PREVIOUS READING	PRESENT READING	MULTIPLIER	CONSUMPTION	DEMAND	CURRENT BILL	*	PREVIOUS BALANCE	AMOUNT DUE	DATE	SCHEDULE	TOTAL DUE
5681	6612	1	931		10.00- 26.00	D FB	242.04	258.04	07-19-66	31	258.04

CODE * MR = METER READING FEE; M = MINIMUM; - DENOTES CREDIT; CF = COLLECTION FEE; ES = ESTIMATED; RF = RE-CONNECT FEE; D = DEPOSITS; AJ = ADJUSTMENTS; GR = GUARANTEED ANNUAL REVENUE; MF = MEMBERSHIP FEE

WHEN PAYING BY MAIL PLEASE CLOSE THIS STUB WITH YOUR REMITTANCE AND RETURN

COMBO CONST CO
BOX 400
FORT DIX CALIF

07-19-66

34-35-10-494-1

FINAL BILL

2 CYCLE

34-35-10-494-1 ACCOUNT NUMBER

THIS ACCOUNT IS DELINQUENT IF NOT PAID WITHIN 15 DAYS.

CONSUMERS POWER, INC.

P. O. BOX 871, CORVALLIS, OREGON

PAY THIS AMOUNT
CASHIER'S STUB

PREVIOUS READING	PRESENT READING	MULTIPLIER	CONSUMPTION	DEMAND	CURRENT BILL	*	PREVIOUS BALANCE	AMOUNT DUE	DATE	SCHEDULE	TOTAL DUE
5660	6104	1	444		10.00- 15.13	D FB	217.55	222.68	07-19-66	31	222.68

CODE * MR = METER READING FEE; M = MINIMUM; - DENOTES CREDIT; CF = COLLECTION FEE; ES = ESTIMATED; RF = RE-CONNECT FEE; D = DEPOSITS; AJ = ADJUSTMENTS; GR = GUARANTEED ANNUAL REVENUE; MF = MEMBERSHIP FEE

WHEN PAYING BY MAIL PLEASE CLOSE THIS STUB WITH YOUR REMITTANCE AND RETURN

COMBO CONST CO
BOX 400
FORT DIX CALIF

07-19-66

34-35-10-400-1

FINAL BILL

2 CYCLE

34-35-10-400-1 ACCOUNT NUMBER

THIS ACCOUNT IS DELINQUENT IF NOT PAID WITHIN 15 DAYS.

RECEIVED
JUL 26 1966

ED FISCHER AND COMPANY
4478 64th AVE. S. E.
Salem, Oregon

24-3330
6663

July 24, 1966

Combo Construction Company
G Street
Crescent City, California

Contract
6663

Attention Mr. Yamor

Dear Mr. Yamor:

I would like to inform you the sloppy inneficient manner of Combo Construction Company in records to payments for the work done by sub-dontractors on the Detroit Lake State Park project in inexcusable.

Since you are a joint signature on all Combo Construction checks and have a great deal to do with the distributings of funds I feel that you are equally resonsible with the Combo Construction management for the present financial situation. I am aware of the claims against the job including the attachement of funds by the U. S. Department of Internal Revenue.

My attorney has recommended that I make one final request for payment. If this request is ignored as all other correspondence has been I shall use every legals means available to receive satisfaction for your failure throughout the lenght of my sub-contract to make payments corresponding with our contract agreement and the partial payments made by the state.

Sincerely,
Edward J. Fischer
Edward J. Fischer President
Ed Fischer and Company

cc: State Highway Department
Claims Department Firmens Fund Insurance Co.
Sherman DeArmand and Barber

RECEIVED
JUL 26 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 21 1966
FOR FILING
24 7730
6663

Salem, Oregon
July 20, 1966

Increase in Project Authorization

Don Beecroft
Resident Highway Engineer
208 Highway Lab Building
Salem, Oregon

This is to advise you that at its meeting of January 25, 1966 the Highway Commission approved an increase of $34,390.40 in project authorization on Contract No. 6663, Detroit Lake State Park in Marion County.

The new authorization for construction is $252,130.43. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

cc: R. D. Asburry

HR:ke

RECEIVED
JUL 14 1966
FOR FILING

24-3330

6663

July 11, 1966

M. A. Minton
Route 1, Box 75A
Lyons, Oregon

Dear Mr. Minton:

Thank you for your letter of June 22 addressed to our Mr. Asbury stating that you have received your check (amount not stated) from Combo Construction.

This appears to be in reference to the Combo Construction Company, Inc., Contract No. 6663, for overnight camp extension in the Detroit Lake State Park in Marion County.

This information will be noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead
Assistant Secretary

CWM:jf

cc: Fireman's Fund Insurance Company
E. A. Valentine
Combo Construction Company, Inc.
Mr. Jackson
Mr. Simpson
Mr. Asbury

NOTED ON CARD
Jam

24-3330

FORM E-20 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1966

SUBJECT: Detroit Lake State Park Project
Contract No. 6663

To: Mr. Floyd Query
Secretary
B U I L D I N G

Attached please find letter from a Mr. M. A. Minton in which he states that payment has been made to him by the contractor on the subject project covering the amount which Mr. Minton had previously filed for claim against this project.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:am

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

Lyons Oregon
June 23-1966

Dear Mr. Asberry;

In reference to the letter I wrote you concerning my check from Combo Construction; I received my check on Tuesday the 21st.

Thank you for your time.

Sincerely Yours
M. A. Minton
Route 1, Box 75 A
Lyons, Oregon

RECEIVED
JUN 27 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

FORM E-1 (REV 10-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Detroit Lake State Park		WEEK ENDING: July 1, 1966
HIGHWAY		SECTION PREFIX: 24-3030
		COUNTY: Marion

NAME OF JOB: Detroit Lake State Park

KIND OF WORK: Overnight Camp Extension

CONTRACTOR: Cecil Construction Co., Inc.

CONTRACT NUMBER: 4663

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: July 22, 1965

DATE WORK STARTED: September 16, 1965

ESTIMATED COMPLETION DATE: June 28, 1966

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 262

CALENDAR DAYS USED 336

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 129%

PROJECT AUTHORIZATION:	$ 252,130.43		
EXCLUSIVE OF ENGINEERING:	$ 236,646.70	ENGINEERING AUTHORIZATION	$ 15,483.73
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING:	$ 232,326.95	ENGINEERING COST TO DATE	$ 19,900.00
ESTIMATED PERCENT: OVERRUN / UNDERRUN	1.8 %	PERCENT OF AUTHORIZATION	129 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

DATE PROJECT WAS COMPLETED: June 22, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100%	100%	100%	100%				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.0	2.0			
MILES PARTIALLY COMPLETED	2.0	0			
MILES COMPLETED	0	0			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	42,000 CY	7,600 CY			
TOTAL QUANTITIES CORRECTED TO DATE	45,000 CY	7,300 CY			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	45,000 CY	7,300 CY			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK:

RECEIVED
JUL 5 1966
Lloyd P. Shaw

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	"G" Bldg.	"E" Bldg.						
PERCENT	100%	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26	Fair			
MONDAY 27	Fair			
TUESDAY 28	Cloudy			
WEDNESDAY 29	Fair			
THURSDAY 30	Fair			
FRIDAY 1	Showers			
SATURDAY 25	Fair			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 26	
MONDAY 27	
TUESDAY 28	
WEDNESDAY 29	
THURSDAY 30	
FRIDAY 1	
SATURDAY 2	

REMARKS

Job complete except for minor touch-up of painting in women shower room at "I" bldg.

Completion date June 22,1966

Last Report.

SIGNED H. E. Beecroft LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BETFEYS

RECEIVED
JUL 5 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

24 3330
4663

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 30, 1966

Mr. Kenneth R. Hansen
497 Hawthorne Avenue NE
Salem, Oregon

Dear Mr. Hansen:

This is in reply to your claim letter of June 29 stating that Combe Construction Company owes you $4,392.06 for hauling of pit run rock.

This appears to be in reference to the Combe Construction Company, Inc., Contract No. 4663 for overnight camp extension in the Detroit Lake State Park in Marion County.

The surety on this project is the Firemen's Fund Insurance Company through E. A. Valentine, 1209 SW 6th Avenue, Portland. We will inform them of the receipt of your letter and we will also forward your letter to the Secretary of State for filing.

When your claim has been paid, please let us know so that we can clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
Jam

cc: Firemen's Fund Insurance Company
3333 California Street
San Francisco, California

E. A. Valentine
1209 SW 6th Avenue
Portland, Oregon

2 Commissioners

Combe Construction Co., Inc.
4466 64th Avenue SE
Salem, Oregon

Hon. Tom McCall
(P.S. Please acknowledge receipt of this letter on the enclosed copy.)

File No. 4123
FILED
JUL 1966
TOM McCALL
SECRETARY OF STATE

FILED
C. W. HEAD

RECEIVED
JUL 7 1966
OREGON
STATE HIGHWAY COMMISSION

June 29, 1966

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Re: State Contract #6663
Overnight Camp Extension
Detroit Lake State Park
Marion County

Gentlemen:

Notice is hereby given that the undersigned Kenneth R. Hanson has a claim for monies due for hauling of pit run rock on above mentioned project. A total of 4,670.1 cubic yards was hauled at the agreed price of $0.60 per cubic yard for a total of $2,802.06, less a deduction of $410.00 for gas furnished by Combo Construction Company and Glen A. Lewis, making a net claim of $2,392.06 against the bond taken from Combo Construction Company, the principal, and Firemans Fund Insurance Company, the surety, for the work of constructing Overnight Camp Extension, Detroit Lake State Park, Marion County, Oregon.

Kenneth R. Hanson

KENNETH R. HANSON

777 Hawthorne Ave NE
Salem, Ore

RECEIVED
JUN 29 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 1 1966
FOR FILING

FORM E-1287 [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

24 3334

6663

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 27, 1966

RECEIVED
JUN 29 1966
TOM McCALL
SECRETARY OF STATE

Interstate Heavy Hauling Company
211 N. E. Columbia Boulevard
Portland 11, Oregon

Gentlemen:

This is to acknowledge receipt of your claim letter of June 14 stating that Jim Tunney (subcontractor) owes you $1,430.20 for moving various pieces of construction equipment.

From the description given this appears to be in connection with the Combo Construction Company, Inc., Contract No. 6663 for overnight camp extension in the Detroit Lake State Park in Marion County.

The Fireman's Fund Insurance Company through E. A. Valentine, 1209 SW 6th Avenue, Portland, furnished the performance bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. We will advise them of the receipt of your claim letter and we will also forward your claim letter to the Secretary of State for filing.

When your claim has been paid, please let us know so that we can clear our records.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Claim Filed 10-4-66

FILED
JUN 29 [illegible]
TOM McCALL
SECRETARY OF STATE

CWH:go

cc: Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Combo Construction Co., Inc.
4468 64th Avenue SE
Salem, Oregon

E. A. Valentine
1209 SW 6th Avenue
Portland, Oregon

Hon. Tom McCall

2 Commissioners

NOTED ON CARD

(P.S. Please acknowledge receipt of this letter on the enclosed copy.)

RECEIVED
JUN 30 1966
OREGON
STATE HIGHWAY COMMISSION

June 14, 1966

State of Oregon
Highway Department
Salem, Oregon

Re: Detroit Lake Project
Overnight Camp Site
Project No. 8036 D
Marion County

Gentlemen:

Please be advised that Interstate Heavy Hauling Company moved various pieces of construction equipment to the above-referenced project for Jim Thuney, subcontractor on same.

Please be further advised that no monies or other valuable consideration has been paid for moving the equipment.

It is our request that this letter serve as official notification of our preferred claim to any monies due on the above project to the sum of one thousand four hundred thirty and 20/100 dollars ($1,430.20), this being the amount due Interstate Heavy Hauling for moving various pieces of equipment to project site.

Very truly yours,
INTERSTATE HEAVY HAULING CO.

Phillip G. DiFabio

Phillip G. DiFabio
Office Manager

PGD:bo'b
cc: Fraser-Yamor Agency
245 H Street
Crescent City, California

FORM A-128

RECEIVED
JUL 1 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. [illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

24 3330
6663

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 27, 1966

Gilbert DeHut Logging Company
772 Maine Avenue N. E.
Salem, Oregon

Gentlemen:

This will acknowledge receipt of your Notice of Claim dated June 9, 1966, stating that Combo Construction Company owes you $1,166.00 for cat work.

From the description given it appears that the contract to which you refer is for Contract No. 6663 awarded to Combo Construction Company, Inc., for overnight camp extension in the Detroit Lake State Park in Marion County.

The surety on this project is the Fireman's Fund Insurance Company through E. A. Valentine, 1209 SW 6th Avenue, Portland. We will advise them of the receipt of your Notice of Claim and we will also forward it to the Secretary of State for filing.

When your claim has been paid, please let us know so that we can clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
Jan

cc: Fireman's Fund Insurance Company
E. A. Valentine
Combo Construction Co., Inc.
2 Commissioners
Hon. Tom McCall
(P.S. Please acknowledge receipt of this letter on the enclosed copy.)

Claim File # 4189

FILED
JUN 29 1966
TOM McCALL
SECRETARY OF STATE

RECEIVED
JUN 30 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
W HEAD

RECEIVED
JUN 28 1966
TOM McCALL
SECRETARY OF STATE

GILBERT DEHUT LOGGING CO.
772 Maine Ave. N. E.
Salem, Oregon

June 9, 1966

NOTICE OF CLAIM

To: Oregon State Highway Department, Salem, Oregon

Notice hereby is given that the undersigned Gilbert DeHut has a claim for cat work pushing dirt and spreading rock in the sum of one thousand one hundred sixty-six dollars ($1,166.00) against the bond taken from Combo Construction Co., Inc. (Contract No. 6663) Surety: Firemans Fund Insurance Co., Agent: E. A. Valentine, 1209 S.W. 6th Ave., Portland, Oregon for the work of Overnight camp extension, Detroit Lake State Park, Marion County, Oregon.

Gilbert DeHut
Owner
Gilbert DeHut

RECEIVED
JUN 16 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 29 1966
FOR FILING
6663

June 27, 1966

Mr. M. A. Hinton
Route 1, Box 175 A
Lyons, Oregon

Dear Mr. Hinton:

This is to acknowledge receipt of your letter of June 17 informing us that Combo Construction Company owes you (amount not stated) for work performed on the Detroit Lake State Park.

This appears to be in connection with the Combo Construction Company, Inc., Contract No. 6663 for overnight camp extension in the Detroit Lake State Park in Marion County. This contract has not yet been completed.

The Firemen's Fund Insurance Company through E. A. Valentine, 1209 SW 6th Avenue, Portland, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon laws outlining the filing procedure.

This information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
C. C.
6-27-66

cc: Firemen's Fund Insurance Co.
E. A. Valentine
Combo Construction Company, Inc.
2 Commissioners

CWH:gc

FORM E-30 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 23, 1966

SUBJECT: Detroit Lake State Park
Contract 6663

To: Mr. Floyd A. Query
Secretary to the Commission
D E P A R T M E N T

Attached, herewith, a claim against the subject project by Mr. M. A. Minton.

R. D. Asburry
Division Engineer

By John G. Canfield
John G. Canfield
Division Office Engineer

JGC:cp
Enclosure

Cc please handle
46

D
JERY

Route 1, Box 175 A
Lyons, Oregon
June 17, 1966

Dear Sir;

I worked for Combs construction company on the Detroit Lake parks, contract 6663 and have not as yet received my final check.

My time is as follows

May - 28 - 9 hrs.
May - 29 - 8 "
May - 30 - 8 "
May - 31 - 8 "
June - 1 - 8 "
June - 2 - 8 "
June - 3 - 8 "
June - 6 - 8 "
June - 7 - 8 ½ "
June - 8 - 7 "

RECEIVED
JUN 20 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

yours truly
Ma Merton

RECEIVED
JUN 29 1966
FOR FILING

24-3330

6663

June 27, 1966

Mr. Phillip Stevens
Box 16
Gates, Oregon

Dear Mr. Stevens:

This is to acknowledge receipt of your recent letter stating that Combe Construction Company owes you for wages (amount not stated) for work performed at the Detroit Lake State Park.

This appears to be in reference to the Combe Construction Company, Inc., Contract No. 6663 for overnight camp extension in the Detroit Lake State Park in Marion County. This contract has not yet been completed.

The Firemen's Fund Insurance Company through E. A. Valentine, 1209 SW 6th Avenue, Portland, furnished the performance bond which is given to assure completion of the contract and all bills incurred in it.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon laws outlining the filing procedure.

In the meantime, the claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Floyd Smery, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Firemen's Fund Insurance Co.
E. A. Valentine
Combe Construction Co., Inc.
2 Commissioners

CWH:gc

NOTED ON CARD
6-27-66

FORM E-30 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1966

To: Mr. Floyd Query
Secretary
D e p a r t m e n t

SUBJECT:
Claim - Phillip Stevens
Detroit Lake State Park
Marion County
Contract No. 6663

Attached herewith is a letter from a Mr. Phillip Stevens in which he is claiming wages due him from the prime contractor, Combo Construction Co., Inc.

R. D. Asburry
Division Engineer

By John G. Canfield

John G. Canfield
Division Office Engineer

JGC:bjw
Attachment

Cc please handle
J.K.

FILED
[illegible]HERY

Dear Sir:
I have worked on Detroit Lake State Park. contract no 6663, and have not received my final pay check from Combo Const. Co. Or Bob Stumbo.
May. 28th To June 8. 74 hrs. and overtime

Phillip Stevens
Gates Box 16

RECEIVED
JUN 17 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
JUN 14 1966
FOR FILING

21-3330
6663

Han-
Please do
C.H.

for please hear this
noted on contract
card
7 6

245 H Street
Crescent City, California
June 4, 1966

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

This letter is written on behalf of Combo Construction Company, Inc., after a conference with their directors and officers. The subject is the Notice of Claim filed by Robert M. Weigel for moneys for wages and materials which he claims are due to him from Combo's Contract No. 6663 with the State of Oregon for overnight camp extension in Detroit Lake State Park in Marion County. I am sending a copy of this letter to Weigel's attorney and another to E.A. Valentine of the Fireman's Fund Insurance Company, the corporation's bonding company.

The officers and directors of Combo Construction Company, Inc., state that this claim is not valid and that the Corporation will fight any action which may be commenced by Weigel.

Weigel was employed by Combo on this job, but his employment terminated during the winter when adverse weather conditions stopped all work. According to our officers, our bookeeper and our records, Weigel was fully paid for this work. It was understood that Weigel would be rehired in the spring as soon as weather conditions permitted. Therefore, Weigel made periodic trips to Detroit Lake to determine whether work could re-commence. An account was maintained for him at a Detroit service station on which, we understand, Weigel's automobile expenses, including gas and tires were charged. This bill has been paid by Combo. There was no agreement to pay wages or automobile rental during this period, and none were paid.

In the spring, when work commenced again, Weigel was rehired to do some cat work under the direct supervision of the State Engineer's representative. This work lasted less than 2 days and was terminated because Weigel, in direct violation of the clear and concise on-the-job orders of the state representatives wasted over a thousand yards of rock for which the State had agreed to pay us $2.50 per yard, by blading it over the side of the boat ramp. It required several trips and a considerable amount of work and money to rectify this matter with the State. It took at least 5 days work with 2 cats to retrieve and respread this material. An additional 200 yards could not be retrieved, but had to be replaced and paid for by Combo Construction Company, Inc.

The state engineers said that they did not want Weigel on the job again.

Sincerely,

COMBO CONSTRUCTION COMPANY, INC.

by Robert G. Stumbo
Secretary-Treasurer

NOTED ON CARD

RECEIVED
JUN 7 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
JUN 3 - 1966
FOR FILING
34-3330
6663

June 3, 1966

Fireman's Fund American Insurance Companies
P. O. Box 3395
San Francisco, California 94120

Attention: H. Thomas Martin
Bond Claim Manager

Gentlemen:

Thank you for your letter of June 1 concerning payment of current estimates to Combe Construction Company Inc. on Contract No. 6663 for work in Detroit Lake State Park.

As requested in your letter these payments will be made to Combe Construction Company at 245 "H" Street, Crescent City, California.

Your letter of May 4, 1966, which you mention has been referred to Mr. George Rohde our Chief Counsel. I am forwarding to him also a copy of your letter of June 1.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf

cc: Mr. C. H. Maison
Mr. George Rohde

O. D. Oliphant: VICE PRESIDENT

FIREMAN'S FUND AMERICAN INSURANCE COMPANIES

PACIFIC REGIONAL HOME OFFICE: 3333 CALIFORNIA STREET • SAN FRANCISCO, CALIFORNIA 94120
MAILING ADDRESS: POST OFFICE BOX 3396 • PHONE: JORDAN 7-5000

June 1, 1966

AIR MAIL

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State of Oregon
Salem, Oregon 97310

Dear Mr. Query:

Re: Claim No. F100S 1402 - Bond C6135750
Principal: Combo Construction Co., Inc.
Obligee: State of Oregon
Claims in Connection with Detroit
Lake State Park Area Camp Grounds

This will acknowledge your telephone call on May 31, wherein you advised that a progress payment of approximately $20,000 was about to be disbursed, and requested our instructions as to how we wish to have this disbursement handled.

As you know, we are exercising joint control over these contract funds through Mr. George Yamor, located at 245 H Street, Crescent City, California, and as handled in the past, we would appreciate having the present progress payment made payable to Combo Construction Company, addressed to it at 245 H Street, Crescent City. It is hoped that through orderly disposition of these contract balances, we can assure proper consideration for qualifying claimants, and toward this end your cooperation is appreciated.

Incidentally, I have had no reply as yet to my letter dated May 4, 1966. I would welcome comments of you or your departmental counsel at your convenience.

Very truly yours,

N. THOMAS MARTIN
Bond Claim Manager
Pacific Regional Office

NTM/ne
cc: Mr. George Yamor, c/o Fraser-Yamor Agency
Combo Construction Company

RECEIVED
JUN 3 1966
OREGON
STATE HIGHWAY COMMISSION

P.S. Mr. George Yamor
June 1, 1966

I am attaching copies of the two most recent claims in connection with the Detroit Lake job:

Ed Fisher - - -	$24,135.20
Mackey and Nowland - - -	3,984.00

I am attaching an extra copy of these claims, and I will appreciate the direct comment of Combo Construction Company as to the validity of these items.

N. T. M.

RECEIVED
JUN 3 1966
OREGON
STATE HIGHWAY COMMISSION

FORM E-128X 50M 4-62

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
MAY 31 1966
FOR FILING

24-3550

6662

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 27, 1966

Mackay and Soland
6295 Jonesville Highway
Salem, Oregon

Gentlemen:

This is to acknowledge receipt of your claim letter of May 23 stating that Combo Construction Company, Inc., owes you $3,904.00 for masonry construction.

The claim states that this is in reference to the Combo Construction Company, Inc., Contract No. 6663 for overnight camp extension in Detroit Lake State Park in Marion County.

The surety on this project is the Fireman's Fund Insurance Company through E. A. Valentine, 1109 S. W. 6th Avenue, Portland. We will advise them that your letter has been received and we will also send your claim letter to the Secretary of State for filing.

When your claim has been paid, please let us know so that we can clear our records.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

ORIGINAL SIGNED
C. W. HEAD

By
C. W. Head, Assistant Secretary

Claim File #4173

FILED
MAY 31 1966
TOM McCALL
SECRETARY OF STATE

cc: Fireman's Fund Insurance Company
E. A. Valentine
Combo Construction Company, Inc.
Commissioners
C. H. Maison

Sec. Tom McCall

P.S. Please acknowledge receipt of this claim on the enclosed copy of your letter.

NOTED ON CARD
Jan

RECEIVED
MAY 31 1966
OREGON
STATE HIGHWAY COMMISSION

May 23, 1966

Oregon State Highway Department

Combo Construction Company, Inc., owes the undersigned $3,984.00 for masonry construction performed on the State Highway Contract No. 6663 for overnight camp extension in Detroit Lake State Park in Marion County.

The surety on this contract is Fireman's Fund Insurance Company through E.A. Valentine, 1209 S.W. 6th Avenue, Portland.

Mackey and Noland
6295 Aumsville Highway
Salem, Oregon

RECEIVED
MAY 23 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 27 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

24-8330

6663

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 20, 1966

De Armond, Sherman & Barber
687 Court Street NE
Salem, Oregon 97301

Attention: Mr. John A. Bryan

Gentlemen:

This is to acknowledge receipt of your letter of May 17 and attached notice of claim of M Fischer stating that Combe Construction Company, Inc., owes him for labor and materials in the amount of $24,139.20.

RECEIVED
MAY 25 1966
OREGON
STATE HIGHWAY COMMISSION

The notice of claim states that this is in reference to the Combe Construction Company, Inc., Contract No. 6663 for overnight camp extension in Detroit Lake State Park in Marion County.

The surety on this project is the Firemen's Fund Insurance Company through E. A. Valentine, 1209 SW 6th Avenue, Portland. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

As requested in your letter, the amounts paid to date on the two items are as follows:

Two buildings - $32,560
Three septic tanks - $4,800

Ele # 4171

FILED
MAY 25 ...
TOM McCALL
SECRETARY OF STATE

Please let us know when your claim has been paid so that we can clear our records.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAY 23 1966
TOM McCALL
SECRETARY OF STATE

cc: Firemen's Fund Insurance Company
E. A. Valentine
Combe Construction Company, Inc.
Commissioners
Hon. Tom McCall

P.S. Please acknowledge receipt of this claim on the enclosed copy of your letter.

NOTED ON CARD
Date

LAW OFFICES OF
DE ARMOND, SHERMAN & BARBER
687 Court Street N.E.
SALEM, OREGON 97301

ROBERT W. DE ARMOND
KENNETH SHERMAN
RICHARD D. BARBER
JOHN A. BRYAN

TELEPHONE
364-2281

May 17, 1966

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. C. H. Maison
Auditor
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Maison:

In accordance with ORS 279.526 and 279.528, we enclose a Notice of Claim by Edward Fisher for work performed and materials furnished under Oregon State Highway Commission Contract No. 6663 with Combo Construction Company, Inc. Please file the Notice of Claim and advise us of the filing date.

We will also appreciate your advising us of the amounts which have been paid to the prime contractor for the construction of two buildings and three septic tanks by Mr. Fisher.

Very truly yours,

De ARMOND, SHERMAN & BARBER

By John A. Bryan
John A. Bryan

JAB:mro
Enclosure

cc please reply & send copy to Maison

RECEIVED
MAY 19 1966
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

To: Oregon State Highway Commission

Notice is hereby given that the undersigned, Ed Fischer, has a claim for labor performed and materials furnished in the construction of two buildings and three septic tanks in the sum of $24,135.20 against the bond taken from Combo Construction Co., Inc., a California corporation, as principal, and Fireman's Fund Insurance Company, a California corporation, as surety, for the work of constructing overnight camping facilities in Detroit Lake State Park in Marion County, Oregon, under Oregon State Highway Commission Contract No. 6663 with Combo Construction Company, Inc.

Ed Fischer

RECEIVED
MAY 18 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

4168

FILED
TOM McCALL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 12, 1966

6663

DeArmond, Sherman and Barber
Law Offices
687 Court Street, N.E.
Salem, Oregon 97301

Attention: Mr. John A. Bryan

Gentlemen:

This will acknowledge receipt of your letter of May 4 and attached Notice of Claim of your client, Robert M. Weigel, stating that Combo Construction Company, Inc., owes him $2,147 for labor, equipment and supplies.

The claim states this is in reference to the Combo Construction Company, Inc., Contract No. 6663, for overnight camp extension in Detroit Lake State Park in Marion County.

The surety on this project is the Fireman's Fund Insurance Company through E.A. Valentine, 714 Board of Trade Building, Portland. We will advise them of the receipt of this claim and we are also forwarding it to the Secretary of State for filing.

Please let us know when your client's claim is paid, so that we can clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
Jane

cc Fireman's Fund Ins. Co.
E.A. Valentine
Combo Constr. Co.
Hon. Tom McCall

P.S. Please acknowledge receipt of the attached claim on the enclosed letter.

File No. 4165

RECEIVED
MAY 16 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 13 1966
TOM McCALL
SECRETARY OF STATE

NOTED
C. W. HEAD

LAW OFFICES OF
DE ARMOND, SHERMAN & BARBER
687 Court Street N.E.
SALEM, OREGON 97301

ROBERT W. DE ARMOND
KENNETH SHERMAN
RICHARD D. BARBER
JOHN A. BRYAN

TELEPHONE
364-2281

May 4, 1966

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. C. H. Maison, Auditor
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Maison:

In accordance with ORS 279.526 and 279.528, we enclose a notice of claim by Robert M. Weigel for labor performed and equipment and supplies furnished by him under Oregon State Highway Commission Contract No. 6663 with Combo Construction Co., Inc.

Please file the notice of claim and advise us of the filing date.

Very truly yours,

De ARMOND, SHERMAN & BARBER

By John A. Bryan
John A. Bryan

JAB:mro
Enclosure

NOTICE OF CLAIM

TO: OREGON STATE HIGHWAY COMMISSION

Notice is hereby given that the undersigned, ROBERT M. WEIGEL, has a claim for the following labor performed and equipment and supplies furnished:

Two months salary at $1,000.00 per month	$2,000.00
Two months car rental at $50.00 per month	100.00
Supplies furnished and not reimbursed	47.00
Total	$2,147.00

In the sum of $2,147.00 against the bond taken from Combo Construction Co., Inc., a California corporation, as principal, and Fireman's Fund Insurance Company, a California corporation, as surety, for the work of constructing overnight camping facilities at Detroit Lake State Park in Marion County, Oregon, under Oregon State Highway Commission Contract No. 6663 with Combo Construction Company, Inc.

Robert M. Weigel

Robert M. Weigel

RECEIVED
MAY 12 1966
FOR FILING
24-2330
1663

Salem, Oregon
May 6, 1966

Combo Construction Company
IRS Levy

Mr. George E. Rohde
Chief Counsel

Attached is a copy of a letter from Fireman's Insurance Companies signed by Thomas Martin concerning the IRS levy against Contract No. 6663 awarded to Combo Construction Company, Inc.

For your reference, I have attached a chronological sequence of events pertaining to the filing of the IRS claim and the letters which followed.

Please advise what course of action should be followed.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:gc

Att.

NOTED
C. W. HEAD

O. D. Oliphant: VICE PRESIDENT

FIREMAN'S FUND AMERICAN INSURANCE COMPANIES

PACIFIC REGIONAL HOME OFFICE: 3333 CALIFORNIA STREET • SAN FRANCISCO, CALIFORNIA 94120
MAILING ADDRESS: POST OFFICE BOX 3396 • PHONE: JORDAN 7-5000

May 4, 1966

State Highway Department
State of Oregon
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary
Oregon State Highway Commission

Gentlemen:

CLAIM NO. F100S 1402
BOND NO. C6135750
PRINCIPAL: COMBO CONSTRUCTION COMPANY, INC.
CLAIM UNDER INTERNAL REVENUE SERVICE LEVY
ON CONTRACT NO. 6663 (FOR CONSTRUCTION OF
FACILITIES IN DETROIT LAKE STATE PARK)

I am in receipt of your letter of April 29, 1966, and I must admit that I was both surprised and disappointed to see that you had acceded to the Internal Revenue Service levy by making payment on April 11 of $11,057.50 (plus interest to April 12, 1966).

You have indicated that your payment to the Internal Revenue Service was predicated on the fact that you did not receive a reply to your March 29 letter until receipt of my April 11 letter on April 13. Without meaning to be argumentative, I would point out that your notice letter of March 29, 1966, stated "It will be necessary that we retain an amount sufficient to cover the levy until the matter has been settled".

Furthermore, in your letter of April 15, 1966, you state in reference to our opinion that the levy had an inferior standing to the claim of suppliers of labor and material, that "this poses a legal problem and I am forwarding your letter to Mr. George E. Rohde, Chief Counsel, for study". It should be noted that this letter was written four days after the funds in question had already been transmitted to the Internal Revenue Service.

Under the circumstances, I am sure you can appreciate our feeling that our rights have been seriously prejudiced, and we solicit your suggestions as to appropriate remedies.

Very truly yours,

N. Thomas Martin
Bond Claim Superintendent
Pacific Regional Office

NTM:mh
cc: Mr. George Yamor
Crescent City, California

RECEIVED
MAY 6 1966
OREGON
STATE HIGHWAY COMMISSION

Contract 6663

3-15-66 Notice of Claim from McDonald S & B for Salem Pacific Corp $25,545.20

3-18-66 Notified Surety of Claim & sent it to Sec of State.

3-23-66 J.A. Hardie letter to Maison re phone call from Harry Joyce, IRS, concerning $11,000 levy.

3-28-66 Notice of Levy by IRS filed with Acctg Div. for $11,057.50

3-29-66 Secty OS&C wrote to Firemans Fund Ins. Co. (surety) advising of receipt of levy - and stating "It will be necessary that we retain an amount sufficient to cover the levy until the matter has been settled". Copies to Contractor, Maison, McKinney

4-8-66 Billing form prepared by Acctg Div. to pay IRS levy for $11,086.83

4-11-66 Warrant mailed to IKS for 11,086.83

4-13-66 Received letter from surety questioning priority of IRS levy.

4-15-66 Ack receipt of letter & referred it to Rohde.

4-29-66 Letter to surety (prepared by Rohde & Johannson)

RECEIVED
MAY 2 - 1966
FOR FILING
24 3300
6663

April 29, 1966

Fireman's Fund Insurance Company
P. O. Box 3395
San Francisco, California 94120

Attention: N. Thomas Martin
Bond Claim Superintendent

Re: Combo Construction Company
Contract No. 6663
Your Claim No. F1008 1402
Bond No. C6135750
Internal Revenue Service Levy

Gentlemen:

Recent correspondence on this matter, including your letter of April 11, 1966, has been reviewed by our Legal Division. Our Chief Counsel advises that this Department cannot, even if we are promptly notified of some dispute, properly attempt to adjudicate questions of priority between an IRS levy, and actual or potential claims for labor and materials. It is noted that as of this date, we have received only one such claim on this project, i.e., that of Salem Pacific Corporation, of which you were notified by copy of our letter of March 18, 1966, to DeArmond, Sherman and Barber, attorneys for that claimant.

Meanwhile, having received no reply from you to our letter of March 29, advising of the IRS levy, until receipt on April 13 of your letter of April 11, 1966, a regular monthly estimate payment was made on this project. On April 11, $11,057.50, plus interest to April 12, 1966, was transmitted to the Internal Revenue Service under the levy. The balance due on the current estimate was paid directly to the contractor, Combo Construction Company, which had consented to such division of the estimate payment due on April 10.

We are, by copy of this letter, advising the Internal Revenue Service of your question regarding possible priority of labor and material claims over their levy.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

AJ:jf
cc: Harry L. Toyne, R/O
U. S. Treasury Department
Internal Revenue Service
District Director
P. O. Box N
Eureka, California 95501

C. H. Maison
L. H. Young
G. E. Rohde

FORM E-90 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1966

SUBJECT: Detroit Lake State Park
Combo Construction Co.
Contract No. 6663
Levy by Internal Revenue Service

To: Floyd Query
Secretary

Building

L

Subsequent to receipt of your letter of April 15, we learned that on April 11, 1966, which was prior to receipt of Fireman's Fund's letter questioning the effect of the Internal Revenue Service's Notice of Levy, payment in the amount of the levy, including interest to April 12, 1966, had been made to the Internal Revenue Service. A balance due on the current monthly estimate was, we understand, disbursed to the contractor.

Mr. Maison advises that in a telephone conversation on April 7 or 8, he advised the Secretary-Treasurer of Combo Construction Co., a Mr. Stumbo, that he intended to withhold the amount of the levy from the then forthcoming estimate payment. Mr. Stumbo, we understand, acquiesced in that procedure, stating that he was fully aware of the levy, and was interested only in learning when the balance would be forthcoming.

It appears that Fireman's Fund's objection came too late to alter our course of action regarding the levy. Enclosed is a draft of a letter advising them of this. It might be well to provide the Internal Revenue Service with a copy of such letter, together with a copy of Fireman's Fund's letter of April 11, 1966.

In view of the indications of possible financial difficulties of this contractor, it would appear advisable to avoid early release of any of the retained percentage on this project, unless the surety expressly consents thereto.

G. E. ROHDE
Chief Counsel

AHJ:gw
Enc.
cc: C. H. Maison
L. H. Young
R. L. Porter

DRAFT

Fireman's Fund Insurance Company
P. O. Box 3395
San Francisco, California 94120

Attention: N. Thomas Martin
Bond Claim Superintendent

Re: Combo Construction Co.
Contract No. 6663
Your Claim No. F100S 1402
Bond No. C6135750
Internal Revenue Service
Levy

Gentlemen:

Recent correspondence on this matter, including your letter of April 11, 1966, has been reviewed by our Legal Division. Our Chief Counsel advises that this Department cannot, even if we are promptly notified of some dispute, properly attempt to adjudicate questions of priority between ~~the~~ an IRS levy, and actual or potential claims for labor and materials. It is noted that as of this date, we have received only one such claim on this project, i.e., that of Salem Pacific Corporation, of which you were notified by copy of our letter of March 18, 1966, to DeArmond, Sherman and Barber, attorneys for that claimant.

Meanwhile, having received no reply from you to our letter of March 29, advising of the IRS levy, until receipt on April 13 of your letter of April 11, 1966, a regular monthly estimate payment was made on this project. On April 11, $11,057.50, plus interest to April 12, 1966, was transmitted to the Internal Revenue Service under the levy. The balance due on the current estimate was paid directly to the contractor, Combo Construction Company, which had consented to such division of the estimate payment due on April 10.

We are, by copy of this letter, advising the Internal Revenue Service of your question regarding possible priority of labor and material claims over their levy.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Internal Revenue Service *
C. H. Maison
L. H. Young
G. E. Rohde

* Harry L. Tayne, R/O
U. S. Treasury Dept.
Internal Revenue Service
District Director
P. O. Box N
Eureka, California 95501

RECEIVED
APR 18 1966
FOR FILING

24-3330
6663

April 15, 1966

Fireman's Fund American Insurance Companies
Post Office Box 3395
San Francisco, California 94120

Attention: N. Thomas Martin
Bond Claim Superintendent

Gentlemen:

This will acknowledge receipt of your letter of April 11 concerning filing of a Levy by the Internal Revenue Service against Combo Construction Company, Inc. on Contract No. 6663 for construction of facilities in Detroit Lake State Park in the amount of $11,057.30.

Your letter also indicates that in your opinion the Levy has an inferior standing to the claims of suppliers of labor and material on this contract.

This poses a legal problem and I am forwarding your letter to Mr. George E. Rohde, Chief Counsel, for study.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf

cc: Mr. George E. Rohde

Salem, Oregon
April 15, 1966

Mr. G. E. Hobbs
Chief Counsel

B U I L D I N G

Attached is a copy of a letter from Fireman's Fund Insurance Companies concerning the Levy filed by the Internal Revenue Service in the amount of $11,057.50 against Contract No. 6663 awarded to Combs Construction Company, Inc. for construction of park facilities at Detroit Lake State Park. It is my understanding that funds sufficient to cover the Levy have been withheld.

You will note that Mr. Martin claims that the Internal Revenue Service Levy is inferior to the claims of suppliers of labor and material. One claim has been filed with us in behalf of Salem Pacific Corporation for labor and material in the amount of $25,345.20.

A copy of my acknowledgement of Mr. Martin's letter is attached.

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf

Attachment

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. C. H. Maison

FIREMAN'S FUND AMERICAN INSURANCE COMPANIES

O. D. Oliphant: VICE PRESIDENT

PACIFIC REGIONAL HOME OFFICE: 3333 CALIFORNIA STREET • SAN FRANCISCO, CALIFORNIA 94120
MAILING ADDRESS: POST OFFICE BOX 3395 • PHONE: JORDAN 7-5000

April 11, 1966

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Gentlemen:

CLAIM NO. F100S 1402
BOND NO. C6135750
PRINCIPAL: COMBO CONSTRUCTION COMPANY, INC.
OBLIGEE: STATE OF OREGON
CLAIMANT: INTERNAL REVENUE SERVICE,
UNITED STATES TREASURY DEPARTMENT
CLAIM INVOLVING YOUR PROJECT: CONTRACT NO.6663,
CONSTRUCTION OF OVERNIGHT CAMP FACILITIES IN
DETROIT LAKE STATE PARK, MARION COUNTY, OREGON

We are in receipt of your letter dated March 29, 1966, transmitting a Notice of Levy, filed with your office on March 28, 1966 by the U. S. Internal Revenue Service.

On the basis of the limited amount of information available to us at this time, it would appear to us that the levy in question is inferior to the claims of suppliers of labor and material in connection with the completion of this project. Accordingly, while we wish to be as cooperative as possible, insofar as the Oregon State Highway Commission is concerned, we cannot concede the right of the Internal Revenue Service to effect a priority levy which will tie up funds necessary to pay suppliers of labor and material.

Very truly yours,

Tom Martin

N. Thomas Martin
Bond Claim Superintendent
Pacific Regional Office

NTM:mh

cc: Mr. George Yamor - Crescent City
Mr. B. J. Mooney - SFBO Bond Manager

RECEIVED
APR 13 1966
OREGON
STATE HIGHWAY COMMISSION

Form A-65—10M—2-65

files

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Internal Revenue Service

for a/c Combo Construction Co., Inc.

Eureka, California

This Space for Use of Accounting Division

Date April 8, 1966

Invoice No. [illegible]

P. O. No.

RECEIVED
APR 18 1966

FOR FILING
24 - 30

Tax levy - Combo Construction Co., Inc., per attached:

Gross amount of levy	$11,057.50
16 days (3/28-4/12/66) interest at $1.803	29.33
Total withheld from estimate No. 5, Contract No. 6663	$11,086.83

24-3330-421.(45)

APPROVED
[signature]
D. S. TAYLOR Asst. [illegible]

NOTED
FLOYD QUERY

U. S. TREASURY DEPARTMENT — INTERNAL REVENUE SERVICE

FORM 668-A (REV. DEC. 1968)

NOTICE OF LEVY

TO
State of Oregon
Department of Highways
Highway Building
Salem, Oregon 97310
Attn: Mr. Vince Gallager
Contract Payment

In re : "Detroit Lake Job" , Don Beecroft, RE

DATE
March 23, 1966

You are hereby notified that there is now due, owing and unpaid to the United States of America from the taxpayer whose name appears below the sum of → $11,057.50

CLASS OF TAX AND PERIOD	DATE OF ASSESSMENT	REFERENCE NO.	UNPAID BALANCE	STATUTORY ADDITIONS	TOTAL
WT/FICA 4/65	2-15-66	6602 150000	$ 5,760.44	$ 39.46	$ 5,799.90
WT/FICA 3/65	1-26-66	94-1593466	5,204.19	53.41	5,257.60

Note: Notices of Federal Tax Liens have been recorded in Humboldt and Siskiyou Counties, State of California

Additional interest accrues at the rate of $1.833 per day from March 27, 1966.

Warrant mailed 4/11/66. Interest computed at 16 days, 3/28-4/13/66, = $29.33

TOTAL AMOUNT DUE $ ~~11,057.50~~ 11,086.83

You are further notified that demand has been made upon the taxpayer for the amount set forth herein, and that such amount is still due, owing, and unpaid from this taxpayer, and that the lien provided for by Section 6321, Internal Revenue Code of 1954, now exists upon all property or rights to property belonging to the aforesaid taxpayer. Accordingly, you are further notified that all property, rights to property, moneys, credits, and bank deposits now in your possession and belonging to this taxpayer (or with respect to which you are obligated) and all sums of money or other obligations owing from you to this taxpayer are hereby levied upon and seized for satisfaction of the aforesaid tax, together with all additions provided by law, and demand is hereby made upon you for the amount necessary to satisfy the liability set forth herein, or for such lesser sum as you may be indebted to him, to be applied as a payment on his tax liability. Checks or money orders should be made payable to "Internal Revenue Service".

DISTRICT DIRECTOR OF INTERNAL REVENUE	BY	TITLE
Joseph M. Cullen	Harry L. Toyne	Revenue Officer

(Name and Address of Taxpayer)

COMBO CONSTRUCTION COMPANY INC.
3814 G STREET
CRESCENT CITY, CALIFORNIA

CERTIFICATE OF SERVICE

I hereby certify that this levy was served by delivering a copy of this notice of levy to the person named below.

NAME: A. J. Kahlen
TITLE: Claims Supervisor
DATE AND TIME: 3/28/66
SIGNATURE OF REVENUE OFFICER:

PART 2 — TO BE RETAINED BY ADDRESSEE

FORM 668-A (REV. 12-68)

RECEIVED
APR 1 - 1966
FOR FILING

24 8850

444

March 29, 1966

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

A Notice of Levy from the U. S. Internal Revenue Service was filed in this office March 28, 1966, in the amount of $11,057.50 against Combo Construction Company, Inc. A copy of the levy is attached for your information.

You will note that the levy refers to "Detroit Lake Job" which apparently is our Contract No. 6663 awarded to Combo Construction Company, Inc., for construction of overnight camp facilities in Detroit Lake State Park in Marion County.

It will be necessary that we retain an amount sufficient to cover the levy until the matter has been settled. We provide this information as your company appears as surety on the bond furnished with the contract mentioned above.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Fl:gc

cc: Combo Construction Company, Inc.
245 "H" Street
Crescent City, California

Combo Construction Company, Inc.
4468 64th Avenue, S. E.
Salem, Oregon

Mr. C. H. Maison

Mr. Frank McKinney

NOTED ON CARD
GC 3-29-66

U. S. TREASURY DEPARTMENT — INTERNAL REVENUE SERVICE

FORM 668-A
(REV. DEC. 1962)

NOTICE OF LEVY

TO
State of Oregon
Department of Highways
Highway Building
Salem, Oregon 97310
Attn: Mr. Vince Gallager
Contracy Payment

DATE
March 23, 1966

In re : "Detroit Lake Job" , Don Beecroft, RE

You are hereby notified that there is now due, owing and unpaid to the United States of America from the taxpayer whose name appears below the sum of → $11,057.50

CLASS OF TAX AND PERIOD	DATE OF ASSESSMENT	REFERENCE NO.	UNPAID BALANCE	STATUTORY ADDITIONS	TOTAL
WT/FICA 4/65	2-15-66	6602 150000	$ 5,760.44	$ 39.46	$ 5,799.90
WT/FICA 3/65	1-26-66	94-1593466	5,204.19	53.41	5,257.60

Note: Notices of Federal Tax Liens have been recorded in Humboldt and Siskiyou Counties, State of California

Additional interest accrues at the rate of $1.833 per day from March 27, 1966.

TOTAL AMOUNT DUE $ 11,057.50

You are further notified that demand has been made upon the taxpayer for the amount set forth herein, and that such amount is still due, owing, and unpaid from this taxpayer, and that the lien provided for by Section 6321, Internal Revenue Code of 1954, now exists upon all property or rights to property belonging to the aforesaid taxpayer. Accordingly, you are further notified that all property, rights to property, moneys, credits, and bank deposits now in your possession and belonging to this taxpayer (or with respect to which you are obligated) and all sums of money or other obligations owing from you to this taxpayer are hereby levied upon and seized for satisfaction of the aforesaid tax, together with all additions provided by law, and demand is hereby made upon you for the amount necessary to satisfy the liability set forth herein, or for such lesser sum as you may be indebted to him, to be applied as a payment on his tax liability. Checks or money orders should be made payable to "Internal Revenue Service".

DISTRICT DIRECTOR OF INTERNAL REVENUE
Joseph M. Cullen

BY (Signature)
Harry L. Toyne

TITLE
Revenue Officer

(Name and Address of Taxpayer)

COMBO CONSTRUCTION COMPANY INC.
384 G STREET
CRESCENT CITY, CALIFORNIA

CERTIFICATE OF SERVICE

I hereby certify that this levy was served by delivering a copy of this notice of levy to the person named below.

NAME
G. J. Kahlen

TITLE
Claims Supervisor

DATE AND TIME
3/2/66

SIGNATURE OF REVENUE OFFICER

FORM 668-A (REV. 12-62)

PART 3 — TO BE FURNISHED TO TAXPAYER

EXCERPTS FROM THE INTERNAL REVENUE CODE

SEC. 6321. LIEN FOR TAXES.

If any person liable to pay any tax neglects or refuses to pay the same after demand, the amount (including any interest, additional amount, addition to tax, or assessable penalty, together with any costs that may accrue in addition thereto) shall be a lien in favor of the United States upon all property and rights to property, whether real or personal, belonging to such person.

SEC. 6322. PERIOD OF LIEN.

Unless another date is specifically fixed by law, the lien imposed by section 6321 shall arise at the time the assessment is made and shall continue until the liability for the amount so assessed is satisfied or becomes unenforceable by reason of lapse of time.

SEC. 6331. LEVY AND DISTRAINT.

(a) AUTHORITY OF SECRETARY OR DELEGATE.—If any person liable to pay any tax neglects or refuses to pay the same within 10 days after notice and demand, it shall be lawful for the Secretary or his delegate to collect such tax (and such further sum as shall be sufficient to cover the expenses of the levy) by levy upon all property and rights to property (except such property as is exempt under section 6334) belonging to such person or on which there is a lien provided in this chapter for the payment of such tax. Levy may be made upon the accrued salary or wages of any officer, employee, or elected official, of the United States, the District of Columbia, or any agency or instrumentality of the United States or the District of Columbia, by serving a notice of levy on the employer (as defined in section 3401 (d)) of such officer, employee, or elected official. If the Secretary or his delegate makes a finding that the collection of such tax is in jeopardy, notice and demand for immediate payment of such tax may be made by the Secretary or his delegate and, upon failure or refusal to pay such tax, collection thereof by levy shall be lawful without regard to the 10-day period provided in this section.

(b) SEIZURE AND SALE OF PROPERTY.—The term "levy" as used in this title includes the power of distraint and seizure by any means. In any case in which the Secretary or his delegate may levy upon property or rights to property, he may seize and sell such property or rights to property (whether real or personal, tangible or intangible).

(c) SUCCESSIVE SEIZURES.—Whenever any property or right to property upon which levy has been made by virtue of subsection (a) is not sufficient to satisfy the claim of the United States for which levy is made, the Secretary or his delegate may, thereafter, and as often as may be necessary, proceed to levy in like manner upon any other property liable to levy of the person against whom such claim exists, until the amount due from him, together with all expenses, is fully paid.

SEC. 6332. SURRENDER OF PROPERTY SUBJECT TO LEVY.

(a) REQUIREMENT.—Any person in possession of (or obligated with respect to) property or rights to property subject to levy upon which a levy has been made shall, upon demand of the Secretary or his delegate, surrender such property or rights (or discharge such obligation) to the Secretary or his delegate, except such part of the property or rights as is, at the time of such demand, subject to an attachment or execution under any judicial process.

(b) PENALTY FOR VIOLATION.—Any person who fails or refuses to surrender as required by subsection (a) any property or rights to property, subject to levy, upon demand by the Secretary or his delegate, shall be liable in his own person and estate to the United States in a sum equal to the value of the property or rights not so surrendered, but not exceeding the amount of the taxes for the collection of which such levy has been made, together with costs and interest on such sum at the rate of 6 percent per annum from the date of such levy.

(c) PERSON DEFINED.—The term "person," as used in subsection (a), includes an officer or employee of a corporation or a member or employee of a partnership, who as such officer, employee, or member is under a duty to surrender the property or rights to property, or to discharge the obligation.

SEC. 6333. PRODUCTION OF BOOKS.

If a levy has been made or is about to be made on any property, or right to property, any person having custody or control of any books or records, containing evidence or statements relating to the property or right to property subject to levy, shall, upon demand of the Secretary or his delegate, exhibit such books or records to the Secretary or his delegate.

SEC. 6334. PROPERTY EXEMPT FROM LEVY.

(a) ENUMERATION.—There shall be exempt from levy—

(1) Wearing Apparel and School Books. Such items of wearing apparel and such school books as are necessary for the taxpayer or for members of his family;

(2) Fuel, Provisions, Furniture, and Personal Effects.—If the taxpayer is the head of a family, so much of the fuel, provisions, furniture, and personal effects in his household, and of the arms for personal use, livestock, and poultry of the taxpayer, as does not exceed $500 in value;

(3) Books and Tools of a Trade, Business, or Profession.—So many of the books and tools necessary for the trade, business, or profession of the taxpayer as do not exceed in the aggregate $250 in value.

(4) UNEMPLOYMENT BENEFITS.—Any amount payable to an individual with respect to his unemployment (including any portion thereof payable with respect to dependents) under an unemployment compensation law of the United States, of any State or Territory, or of the District of Columbia or of the Commonwealth of Puerto Rico.

(b) APPRAISAL.—The officer seizing property of the type described in subsection (a) shall appraise and set aside to the owner the amount of such property declared to be exempt if the taxpayer objects at the time of the seizure to the valuation fixed by the officer making the seizure, the Secretary or his delegate shall summon three disinterested individuals who shall make the valuation.

(c) NO OTHER PROPERTY EXEMPT.—Notwithstanding any other law of the United States, no property or rights to property shall be exempt from levy other than the property specifically made exempt by subsection (a).

ACCOUNTING DIVISION
MAR 28 1966
RECEIVED

RECEIVED
MAR 25 1966
FOR FILING

6663

Salem, Oregon
March 23, 1966

Contract No. 6663
Combs Construction Co.
Notice of Claim

Mr. C. H. Nelson
Controller
BUILDING

This date, Mr. Harry Toyne of the Novato, California branch office of the Internal Revenue Service notified this office, by telephone, of an $11,000 lien filed against the above-mentioned contractor. Mr. Toyne further stated written confirmation of the assessed lien will be forthcoming immediately.

The last contractor's payment made was for $3,268.90 based on work done to January 10, 1966. It is anticipated a monthly estimate will be submitted about April 10, 1966 for work done to April 10, 1966. No action will be taken on the anticipated April 10, 1966 estimate pending instructions from your office.

J. A. H.

L. H. Young
Office Engineer

Webb

cc: Mr. I. B. Merchant
Mr. Floyd Query

FORM E-122X 90M 7-65

RECEIVED
MAR 21 1966
TOM McCALL
SECRETARY OF STATE

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. CRIDLER, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

24-3220
6663

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAR 21 1966
TOM McCALL
SECRETARY OF STATE

March 18, 1966

DeArmond, Sherman and Barber
Law Offices
687 Court Street, N.E.
Salem, Oregon

Attention: Mr. John A. Bryan

Gentlemen:

This will acknowledge receipt of your letter of March 15 addressed to Mr. C.H. Maison, Auditor, and attached Notice of Claim of your client, Salem Pacific Corporation.

The claim states that Combo Construction Company, Inc., owes Salem Pacific Corporation $25,545.20 for labor.

This appears to be in reference to the Combo Construction Company, Inc., Contract No. 6663, for overnight camp extension in Detroit Lake State Park in Marion County.

The surety on this project is Fireman's Fund Insurance Company through E.A. Valentine, 714 Board of Trade Building, Portland. We will advise them of the receipt of your letter and we will also send the Notice of Claim to the Secretary of State for filing.

Please let us know when this claim has been paid, so that we can clear our records.

The amount of the last estimate on this contract was $8,268.90. The total amount paid to date is $98,767.38 and there is a retainage of $9,547.34.

File No. 4161
FILED
MAR 21 1966
TOM McCALL
SECRETARY OF STATE

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Fireman's Fund Ins. Co.
E.A. Valentine
Combo Constr. Company

Hon. Tom McCall
P.S. Please acknowledge receipt of the attached ~~claim on~~ the enclosed copy of this letter.

NOTED ON CARD

RECEIVED
MAR 22 1966
OREGON
STATE HIGHWAY COMMISSION

LAW OFFICES OF
DE ARMOND, SHERMAN & BARBER
687 Court Street N.E.
SALEM, OREGON 97301

ROBERT W. DE ARMOND
KENNETH SHERMAN
RICHARD D. BARBER
JOHN A. BRYAN

TELEPHONE
[redacted]

March 15, 1966

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. C. H. Maison, Auditor
Oregon State Highway Commission
Salem, Oregon

#6663

Dear Mr. Maison:

In accordance with ORS 279.526 and 279.528, we enclose a Notice of Claim by Salem Pacific Corp. for work performed under Oregon State Highway Commission Contract No. 6663 with Combo Construction Co., Inc.

Please file the Notice of Claim and advise us of the filing date.

We will also appreciate your advising us as to the date upon which the contractor was paid for the work upon which the claim is based.

Very truly yours,

De ARMOND, SHERMAN & BARBER

By John A. Bryan
John A. Bryan

JAB:mro
Enclosure

Cc please handle.
send Copy to Mason
JB

Last Est. — 8,268.90
Total todate — 18,767.38
Ret — 9,547.34

NOTICE OF CLAIM

TO: OREGON STATE HIGHWAY COMMISSION

Notice is hereby given that the undersigned, Salem Pacific Corp., has a claim for labor performed by Salem Pacific Corp. in hauling 12,772.6 cubic yards of rock fill material in the sum of $25,545.20 against the bond taken from Combo Construction Co., Inc., a California corporation, as principal, and Fireman's Fund Insurance Company, a California corporation, as surety, for the work of constructing overnight camping facilities in Detroit Lake State Park in Marion County, Oregon, under Oregon State Highway Commission Contract No. 6663 with Combo Construction Company, Inc.

SALEM PACIFIC CORP.

By _____
Raymond J. Claytor, Pres.

RECEIVED
MAR 16 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 22 1966
FIREMAN'S FUND AMERICAN INSURANCE COMPANIES
FOR FILING
21-3330
6663

March 17, 1966

Mr. Richard P. Carney
Attorney at Law
501 Pacific Building
Portland, Oregon 97204

Dear Mr. Carney:

Re: Claim No. F100S 1402
Bond No. C 6135750
Combo Construction Co., Inc.
State of Oregon

#6663

Your letter of March 8, 1966, addressed to our Portland Office, has been referred to me.

The "Assignment" dated October 8, 1965, referred to in your letter, was never, to the best of my knowledge, accepted by either the Bank of America in Crescent City, or by Fireman's Fund as Surety for Combo Construction Co. Under the circumstances, I'm sure you can appreciate that we cannot consider ourselves bound by its conditions, nor by your request that "no disbursements be made until the Assignment is satisfied".

Very truly yours,

N. THOMAS MARTIN
Bond Claim Manager
Pacific Regional Office

NTM/ns
cc: Bank of America, Crescent City Branch
Oregon State Highway Dept.
Mr. George Yamor
Mr. B. J. Mooney

NOTED
FLOYD QUERY

+ Detroit Lake State Park, Marion County
Extension overnight camping area

NOTED
C. W. HEAD

RECEIVED
MAR 21 1966
OREGON
STATE HIGHWAY COMMISSION

488008—8-64

FORM S-123X 50M 7-65

RECEIVED
MAR 18 1966
FINAL FILES

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

24-3330

24-3330
6663

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 16, 1966

Combo Construction Company, Inc.
245 "H" Street
Crescent City, California 96097

Subject: Detroit Lake State Park Section
North Santiam Highway
Contract 6663

Gentlemen:

Your letter of February 28, 1966 addressed to Don Beecroft, requesting that all future payments on the subject project be directed to a different address and officers than what was filed with the Secretary of the State Highway Commission, has been referred to this office.

Investigating this matter, we find that before we can change the pre-determined procedure it will be necessary for you to furnish us a transcript of the minutes of the meeting in which the officers were changed, also the letter of request for the changing of the routing of the payments will have to be notarized.

If you still desire this change, will you please furnish this office with the above-mentioned documents.

Very truly yours,

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:am
cc Floyd Query
Donald Beecroft

RECEIVED
MAR 17 1966

Form A-101—1065

Fund No. 2
24-32-D

OREGON STATE HIGHWAY DEPARTMENT

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:

6663 DeArmond, Sherman & Barber
687 Court Street N.E.
Salem, Oregon

Attention of John A. Bryan

Request No. (assigned by staff engineer or head of division) Sec. 465

Date March 14, 1966

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Xerox copy of Contract No. 6663

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
92	pages	Xerox pages	$ .07	$6.44

ACKNOWLEDGMENT OF BILLING $6.44
Cash Received with Request $
By

NOTED
FLOYD QUERY

Has payer made payment for this service? Yes

If so, what is amount of payment? $6.44

Has payer made a deposit with the department to guarantee payment?

If so, what is amount of deposit? . . . . . $

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this same service?

If so, give total of all previous requests . . . . $

Also give number of last previous request

Credit distribution:

5003-900

Submitted by: Floyd Query

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

RECEIVED
MAR 10 1966

24-3330

6663

March 9, 1966

DeArmond, Sherman & Barber
Law Offices
687 Court Street, N.E.
Salem, Oregon 97301

Attention: Mr. John A. Bryan

Gentlemen:

In compliance with your recent request, we are attaching a copy of the Contract and Bond covering Contract No. 6663, Combo Construction Company, Inc., Overnight Camp Extension at Detroit Lake State Park in Marion County.

As Mr. Head mentioned to you by phone today, there were no additional copies of this contract available and we have made a xerox copy. We make a standard charge of seven cents per sheet. Your remittance in the amount of $6.44 will be appreciated.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

CWH:fkn

LAW OFFICES OF
DE ARMOND, SHERMAN & BARBER
687 Court Street N.E.
SALEM, OREGON 97301

ROBERT W. DE ARMOND
KENNETH SHERMAN
RICHARD D. BARBER
JOHN A. BRYAN

TELEPHONE
364-3383

March 7, 1966

Mr. Cecil W. Head
Oregon State Highway Department
Salem 10, Oregon

Dear Mr. Head:

This will confirm our telephone request this date for a copy of the contract and bond between the Highway Commission and the Combo Construction Company, Inc., on the Detroit Lake Park Improvement Project.

We very much appreciate your cooperation and assistance.

Very truly yours,

De ARMOND, SHERMAN & BARBER

By John A. Bryan
John A. Bryan

JAB:mro

72
.07
6.44

NOTED
C. W. HEAD

RECEIVED
MAR 8 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 9 - 1966
FOR FILING

24-3330

6663

March 9, 1966

Mr. Richard R. Carney
Attorney at Law
501 Pacific Building
Portland, Oregon 97204

Dear Mr. Carney:

This morning we received your letter of March 8 to which was attached a copy of an Assignment from Combe Construction Company to Bank of America, Crescent City Branch, for the sum of $20,000. This Assignment pertains to funds payable to the contractor on our Contract No. 6663 for construction of the Detroit Lake State Park overnight camp extension.

It has long been our practice not to accept assignments on contracts unless we also receive a written consent from the surety which, for this contract, is Firemen's Fund Insurance Company through E. A. Valentine, 714 Board of Trade Building, Portland. Also we can not split our monthly estimate payments.

Attached are copies of an assignment form which we use and a facsimile showing the manner of filling it in. If you wish to use this assignment form please have it signed by the contractor and attach to it a letter from the surety consenting to the assignment.

I might offer this suggestion to the contractor and the bank: If it is agreeable with them and if we are so advised by the contractor we can mail the regular estimate checks directly to the bank or to any other address that the contractor wishes. No assignment is necessary for this procedure as the check is made out to the contractor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf

Attachments
cc: Mr. George Rohde
Combe Construction Company, Inc.
4468 64th Avenue, S. E.
Salem, Oregon

NOTED ON CARD
Jan

RICHARD R. CARNEY
ATTORNEY AT LAW
501 PACIFIC BUILDING
PORTLAND, OREGON 97204
AREA CODE 503 226-2835

March 8, 1966

Oregon State Highway Department
Salem, Oregon

Re: Contract No. 6663-
Combo Construction Co., Inc.,
contractor,
Detroit Lake State Park Over-
night Camp Extension.

Gentlemen:

It is the purpose of this letter to notify you of the Assignment by Combo Construction Co., Inc. to Robert Stumbo of $20,000 of the funds to be received on the above described construction project contract.

You will find enclosed a photocopy of the Assignment for your information. On behalf of Mr. Stumbo, it is requested that the Oregon State Highway Department not disburse any funds under this contract, except for the payment of subcontractors or suppliers of material, until this Assignment has been satisfied.

Very truly yours,

Richard R. Carney

Richard R. Carney

RRC:gc

cc: Bank of America, Crescent City Branch
Firemen's Fund Insurance Co.
Frazier & Yamor Bonding Co.

RECEIVED
MAR 9 1966
OREGON
STATE HIGHWAY COMMISSION

ASSIGNMENT

FOR VALUE RECEIVED, the COMBO CONSTRUCTION COMPANY, a corporation, hereby assigns to ROBERT STUMBO, Twenty Thousand Dollars ($20,000.00) of the funds to be received from the State of Oregon on that certain construction project known as DETROIT LAKE STATE PARK PROJECT.

This assignment shall be deposited with the BANK OF AMERICA, N.T. & S.A., Crescent City branch, and shall further constitute a direction to such bank that when such deposits are made from the State of Oregon with such bank that it will forward to Mr. ROBERT STUMBO the funds until the sum of Twenty Thousand Dollars ($20,000.00) has been paid.

IN WITNESS WHEREOF, this assignment was made this 8th day of October, 1965.

COMBO CONSTRUCTION COMPANY

By: James Stumbo
President

By: Robert D Blum
Secretary

By: William O Wold
Vice President

ACCEPTED:

BANK OF AMERICA, N.T. & S.A.
Crescent City Branch

By: _____

RECEIVED
MAR 8 1966
OREGON
STATE HIGHWAY COMMISSION

RICHARD R. CARNEY
ATTORNEY AT LAW
501 PACIFIC BUILDING
PORTLAND, OREGON 97204
AREA CODE 503 226-2835

March 8, 1966

Bank of America
Crescent City Branch
Second and H Streets
Crescent City, California

Attn: Harvey D. DeMartin
Assistant Manager

Re: Combo Construction Co.

Dear Mr. DeMartin:

We are writing you on behalf of Mr. Robert Stumbo who previously has forwarded to you an Assignment dated October 8, 1965 from the Combo Construction Co. of funds to be deposited with the bank as proceeds from the Detroit Lake Project contract of the Combo Construction Co. We have today, also notified the bonding company, Firemen's Fund Insurance Co., of this Assignment, and it is requested that no further disbursements be made pending the payment of this Assignment. If any such payments are made, we are notifying you that you are making them at your peril.

Very truly yours,

Richard R. Carney

RRC:gc

cc: Firemen's Fund Insurance Co.
Frazier & Yamor Bonding Co.
Oregon State Highway Department ✓

RECEIVED
MAR 9 1966
OREGON
STATE HIGHWAY COMMISSION

RICHARD R. CARNEY
ATTORNEY AT LAW
501 PACIFIC BUILDING
PORTLAND, OREGON 97204
AREA CODE 503 226-2835

March 8, 1966

Firemen's Fund Insurance Co.
1220 S. W. Columbia
Portland, Oregon

Gentlemen:

You will find enclosed a photocopy of an Assignment dated October 8, 1965 wherein the Combo Construction Co. has assigned to Robert Stumbo the sum of $20,000 from the proceeds of the Detroit Lake Park Project construction contract with the Oregon State Highway Department.

We understand that you have joint control on an account with the Combo Construction Co. at the Bank of America, Crescent City Branch. We understand that all disbursements from that account must be made with your approval and joint control.

It is the purpose of this letter to notify you of this Assignment, and to request that no disbursements be made until the Assignment is satisfied.

May we please hear from you in order that satisfactory arrangements can be made.

Very truly yours,

Richard R. Carney

RRC:gc

CC: Bank of America, Crescent City
State Highway Department ✓

RECEIVED
MAR 9 1966
OREGON
STATE HIGHWAY COMMISSION

245 "H" Street Crescent City

RECEIVED
MAR 25 1966
OFFICE OF
DIVISION ENGINEER

February 28, 1966

Oregon State Highway Department
Salem, Oregon

Attn: Don Beecroft
Resident Engineer

Re: Detroit Lake State Park
Overnight Camp Extension
Contract No. 6663

Dear Mr. Beecroft:

Could you please direct all future payments with regard to the captioned contract and job to our new address at 245 "H" Street, Crescent City, California.

Very truly yours,

COMBO CONSTRUCTION CO., INC.

William O. Wold

William O. Wold, President

Robert Stumbo

Robert Stumbo, Secretary-Treasurer

GY/mm

State of Oregon }
County of Josephine } ss.

Be It Remembered that on this 17th day of March, 1966, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named William O. Wold and Robert Stumbo who are known to me to be the identical individuals described in and who executed the within instrument and acknowledged to me that they executed the same freely and voluntarily. In Testimony Whereof, I have hereunto set my hand and affixed my official seal the day and year last above written.

Notary Public for Oregon, My Commission Expires: 5/30/66

MAR 25
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

EXTRACT FROM MINUTES OF SPECIAL MEETING
OF BOARD OF DIRECTORS OF COMBO CONSTRUCTION
CO., INC.

Pursuant to written waiver of notice thereof and consent thereto signed by all of the Directors of the corporation a Special meeting of the Board of Directors was held at Crescent City, California on February 26, 1966 at 10:45 a.m.

James Thuney offered his resignation as President and Director of the Corporation, which offer of resignation was accepted to be effective at the end of the meeting.

On motion duly made, seconded and carried William Wold was elected President of the Corporation, effective upon the acceptance of the resignation of Mr. Thuney.

On motion duly made, seconded and carried William Schall was elected as a Director to fill out the unexpired term of Mr. Thuney.

The elected and acting officers of the Coropration at the adjournment of the meeting are now:

President	William Wold
Secretary-Treasurer	Robert Stumbo

I, ROBERT STUMBO, Secretary-Treasurer of Combo Construction Co., Inc. do hereby certify that the above and foregoing is a true anc correct extract of the minutes of a Special meeting of the Board of Directors of Combo Construction Co,, Inc. held of February 26, 1966 at Crescent City, California.

SEAL

Robert D. Stumbo
Secretary-Treasurer

RECEIVED
JAN 19 1966

24-3330
6663

January 17, 1966

Oregon State Highway Commission

Gentlemen:

It is apparent that Contract No. 6663, with Combo Construction Company, Inc., for the improvement of the Detroit Lake State Park in Marion County, will overrun the project authorization.

It is anticipated that the contract will overrun the original authorized amount of $217,740.03 by 15 percent, or $34,390.40.

There are two major reasons for the overrun: (1) the material which it had been planned to use for embankment construction was found to be unsuitable and it was necessary to import suitable granular material; and (2) it was necessary to steepen the grade of the boat launching ramp during construction in order to provide a proper facility.

This matter will be on the agenda for the January 25 meeting and I recommend that it have your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Lloyd P. Shaw
Victor D. Wolfe
I. D. Merchant
C. H. Maison
David G. Talbot
R. D. Asburry

Form No. E-372—10M—7-58

OREGON STATE HIGHWAY DEPARTMENT

24-3330

Report on Expected Over-run of Project Authorization

Project Name Detroit Lake State Park Date December 30, 1965

Highway Contract No. 6663

County Marion Kind of Work Overnight Camp Contractor Combo Const. Co., Inc.

Contract Amount $ 190,946.70

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
Item 3 General Excavation	8,000 CY	0.80	$6,400.00
Delete:			
Item 5 Pit-run material in base	5,100 CY	2.50	-12,750.00
Item 6 Haul and place stockpiled base materials	2,500 CY	2.50	-6,250.00

Minor items, unitemized algebraic total

Subtotal $ -12,600.00

Approved work orders (Price, extra work and state force orders) $ 50,000.00

Expected over-runs and under-runs in work orders:	Amount
Major items, itemized:	
Sprinkling	-300.00

Minor items, unitemized algebraic total

Subtotal $ -300.00

Authorization for engineering $ 15,483.73

Expected over-run or under-run of engineering authorization $

Costs not included above (explain) See other side $ 2,300.00

Allowance for future contingencies (4½ % of work remaining) $ 6,300.00

Credits to come from transfers and deductions $

Present estimate of project cost $ 252,130.43

Brief Statement of principal causes of over-run:

Boat ramp grade revision increased excavation quantities. Most of the excavated material was unsuitable for embankment and was therefore wasted. No suitable embankment material could be found in the park area. Granular material must be imported to complete project.

RECEIVED

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem office.
Project authorization	$ 217,740.03	
Present estimate of project cost	$ 252,130.43	
Expected over-run (Amount)	$ 34,390.40	
Expected over-run (per cent)	15.8	

Submitted by: A. E. Bennett, Resident Engineer

Confirmed by: , Division Engineer

Noted by: , Construction or Bridge Engineer

Noted by: , Assistant State Highway Engineer

State Printing 60719

RECEIVED
JUL 26 1965

COMMISSIONERS
FOR FILING
KENNETH H. FRIGLEY, MEMBER
BANDON
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

24-3330

6663

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 23, 1965

Combe Construction Company, Inc.
P. O. Box 862
Yreka, California

Gentlemen:

The State Highway Commission on July 22, 1965, awarded to you State Highway Contract No. 6663 for the following project:

Detroit Lake overnight camp extension at the Detroit Lake State Park southwest of Detroit in Marion County.

This award was based on your bid of $190,946.70 which was submitted to the Commission on July 20, 1965 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SI C)
I. D. Merchant
Parks Department

Form No. E-973—10M—7-58

OREGON STATE HIGHWAY DEPARTMENT

24 3330

Report on Expected Over-run of Project Authorization

Project Name Detroit Lake State Park Date December 30, 1965

Highway ..... Contract No. 6663

County Marion Kind of Work Overnight Camp Contractor Combo Const. Co., Inc.

Contract Amount ..... $ 190,946.70

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
Item 3 General Excavation	8,000 CY	0.80	$6,400.00
Delete:			
Item 5 Pit-run material in base	5,100 CY	2.50	-12,750.00
Item 6 Haul and place stockpiled base materials	2,500 CY	2.50	-6,250.00
Minor items, unitemized algebraic total			
Subtotal			$ -12,600.00
Approved work orders (Price, extra work and state force orders)			$ 50,000.00

Expected over-runs and under-runs in work orders:	Amount
Major items, itemized:	
Sprinkling	-300.00
Minor items, unitemized algebraic total	
Subtotal	$ -300.00
Authorization for engineering	$ 15,483.73
Expected over-run or under-run of engineering authorization	$
Costs not included above (explain) See other side	$ 2,300.00
Allowance for future contingencies (11 % of work remaining)	$ 6,300.00
Credits to come from transfers and deductions	$
Present estimate of project cost	$ 252,130.43

Brief Statement of principal causes of over-run:

Boat ramp grade revision increased excavation quantities. Most of the excavated material was unsuitable for embankment and was therefore wasted. No suitable embankment material could be found in the park area. Granular material must be imported to complete project.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem office.
Project authorization	$ 217,740.03	
Present estimate of project cost	$ 252,130.43	
Expected over-run (Amount)	$ 34,390.40	
Expected over-run (per cent)	15.8	

Submitted by: A. E. Bennett, Resident Engineer

Confirmed by: [illegible], Division Engineer

Noted by: [illegible], Construction or Bridge Engineer

Noted by: [illegible], Assistant State Highway Engineer

State Printing 86719

Anticipated items: Orders not written

Extension of electric services	$1,000.00
Paths	800.00
Flagging	500.00
	2,300.00

RECEIVED
DEC 31 1965
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

JUL 19 1966
OFFICE ENGINEERING
DIVISION

RECEIVED
JUL 26 1965
COMMISSIONERS

FOR FILING
KENNETH H. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

24-3330

6663

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. BOHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 23, 1965

Combo Construction Company, Inc.
P. O. Box 862
Yreka, California

Gentlemen:

The State Highway Commission on July 22, 1965, awarded to you State Highway Contract No. 6663 for the following project:

Detroit Lake overnight camp extension at the Detroit Lake State Park southwest of Detroit in Marion County.

This award was based on your bid of $130,946.70 which was submitted to the Commission on July 20, 1965 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIC)
I. D. Merchant
Parks Department

134-1120 Beaverton--12th St.-Allen Ave. 1965
Sec. of the Beaverton-Tualatin
#6664 Hwy. (Grad. & Pav.)

C & A 2869

RECEIVED
DEC 31 1965

134-1120

6664

December 30, 1965

Wells-Reed-Wood-West Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

A post-final payment for $900 will be made to Frady and Nickoloff Construction Company on Contract No. 6664 for grading and paving the 12th Street-Allen Avenue Section of the Beaverton-Tualatin Highway in Washington County, as soon as the warrant is prepared.

The total amount paid on this contract will be $35,713.13 including the post-final payment. Of the total $1,774.56 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fsa

cc Frady & Nickoloff Construction Co.
1437 S.E. 40th Street
Portland, Oregon

Great American Insurance Company
2030 Ninth Avenue
Seattle, Washington 98121

C. H. Maison
Attn: John Herr

RECEIVED
DEC 30 1965

134-1120
6664

December 29, 1965

Wells-Reed-Wood-West Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

Contract No. 6664 awarded to Frady and Nickoloff Construction Company for grading and paving the 12th Street-Allen Avenue Section of the Beaverton-Tualatin Highway in Washington County was completed on October 18, 1965, and accepted by the Highway Commission on December 28, 1965.

Final payment in the amount of $1,536.15 will be released to the contractor after January 5, 1966. The total contract amount is $34,813.13 including $1,774.56 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Great American Insurance Co.
Pacific N. W. Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Frady & Nickoloff Construction Co.
1437 S. E. 40th Street
Portland, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 29 1965
FOR FILING
134-1120
6664

December 28, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed October 18, 1965, on Contract No. 6664. The contract was with Frady & Nickoloff Construction Company and was for grading and paving on the 12th Street-Allen Avenue Section of the Beaverton-Tualatin Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 28, 1965, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Rulien
bg fn

RECEIVED
JAN 13 1966
FOR FILING

·134-1120
6664

December 15, 1965

Frady & Nicholoff Construction Company
1437 S. E. 40th Street
Portland, Oregon

#5

Gentlemen:

The State Highway Commission at its meeting on December 14 considered your request for an extension of the specified completion date from September 30 to October 15, 1965, to complete Contract No. 6664 for grading and paving the 12th Street-Allen Avenue Section of the Beaverton-Tualatin Highway in Washington County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lhm

cc L. W. Rullen
James Cochell
F. D. Morgan
L. H. Young
C. H. Maisen

FORM E-30 50M 2-65 SP°6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 12, 1965

SUBJECT:
Extension of Time
12th Street-Allen Ave. Section
Beaverton-Tualatin Highway
Contract No. 6664

To:
Mr. F. B. Klaboe
Asst. State Highway Engineer
B U I L D I N G

Attached is a request from Frady & Nickoloff Construction Company, contractor on the subject contract, for an extension of the specified completion date from September 30, 1965 to October 18, 1965 without the assessment of liquidated damages. The contractor's request is based on delays caused by the non-completion of utility adjustments and additional time required to perform work requested by the city of Beaverton.

This contract is covered by the 1964 Standard Specifications which allow time extensions based on "--- failure of the State, its representatives and its other contractors to act promptly in carrying out obligations and duties,---" and also for changes in plan quantities.

The contract was awarded August 2, 1965. The contractor began work on August 17. The utility companies who had adjustments to make to their facilities in the construction area impeded the contractor's operations between August 17 and September 1.

September 29, 1965 the city of Beaverton determined that the contract plans did not agree with the City Ordinances pertaining to the spacing of sidewalks in relation to the right of way line and requested that the sidewalk locations be changed to conform. These changes were made on the force account basis and did materially add to the time required to complete the project.

The original completion date for this project was September 30, 1965. The project was completed October 18, 1965. This is 18 calendar days overrun and represents $900.00 in liquidated damages based on the penalty rate of $50.00 per day.

This is a State project and does not require Bureau of Public Roads concurrence. We recommend that the specified completion date be extended to October 18, 1965. This will eliminate all liquidated damages.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John Bond
Staff Assistant

DES:nh

Attachment

RECEIVED
NOV 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

CONTRACTORS REQUEST FOR INCREASE IN NUMBER OF WORKDAYS TO COMPLETE CONSTRUCTION CONTRACT

Oregon State Highway Commission
Salem, Oregon

Date October 25, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 10-1-65 days to 10-18-65 days, within which to complete our Contract No. 6664, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Sheet

Respectfully submitted,

Frady & Nickoloff Construction Company
Contractor

By _____

CONSENT OF SURETY

Date OCTOBER 25, 1965

We, GREAT AMERICAN INSURANCE COMPANY

412 Failing Bldg. Portland, Oregon, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY

BY: _____ Attorney-in-fact

COUNTERSIGNED: WELLS-REED-WOOD-WEST Co.

BY: _____ (SEAL)

Resident Agent
412 Failing Bldg. Portland, Oregon

OREGON STATE HIGHWAY COMMISSION

ENGINEERS RECOMMENDATION REGARDING
CONTRACTORS REQUEST
FOR
INCREASE IN NUMBER OF WORKDAYS
TO
COMPLETE CONSTRUCTION CONTRACT

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6664 Contractor Frady & Nickoloff Const. Co.

Highway Beaverton-Tualatin

Section 12th Street-Allen Avenue

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Delays caused by non-completion of utility adjustments justifies 11 days extension. Work added to the contract at the request of the city of Beaverton justifies 7 day extension.

Recommended for Approval:

C. Kenney
Asst Division Engineer

for John A. Boul
Construction Engineer or Bridge Engineer

T. H. Klabo
Assistant State Highway Engineer

Contract No. 6664

Project designation ---State---
State-Federal

Date awarded August 2, 1965

Work started August 17, 1965

Per cent completed 100% - October 18, 1965

Specified Completion Date ~~No. of Workdays Allowed~~ Date September 30, 1965

No. of Workdays Used

Extension Requested to ~~No. of Added Workdays Requested~~ Oct. 18, 1965

Five (5) day holdup because of City of Beaverton Water Department

Four (4) days, Portland General Electric

Two (2) days, Pacific Northwest Bell

Seven (7) days on extra work on East Side of Project as directed by city

RECEIVED
NOV 22 1965

134-1120
6664

November 19, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 5
December 14, 1965 Meeting

Gentlemen:

Frady & Nicholoff Construction Company, contractor on the 12th Street-Allen Avenue Section of the Beaverton-Tualatin Highway in Washington County, Contract No. 6664, requests an extension of the specified completion date from September 30 to October 18, 1965.

The contractor was delayed by the noncompletion of utility company facilities in the construction area for a period of 11 days. One day before the specified completion date, the City of Beaverton requested that the sidewalk locations be modified in order to conform with city ordinances. This adjustment required seven days to complete. These two reasons justify an extension of 18-calendar days.

I recommend that the specified completion date be advanced to October 18, which will eliminate all liquidated damages.

This matter will be on the agenda for your consideration at the December 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien

DES:nh bg

OREGON STATE HIGHWAY COMMISSION

CONTRACTORS REQUEST FOR INCREASE IN NUMBER OF WORKDAYS TO COMPLETE CONSTRUCTION CONTRACT

Oregon State Highway Commission
Salem, Oregon

Date October 25, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 10-1-65 days to 10-18-65 days, within which to complete our Contract No. 6664, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Sheet

Respectfully submitted,

Frady & Niekoloff Construction Company
Contractor

By _____

CONSENT OF SURETY

Date OCTOBER 25, 19 65

We, GREAT AMERICAN INSURANCE COMPANY

412 Failing Bldg. Portland, Oregon, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY: _____
Attorney-in-fact

COUNTERSIGNED: WELLS FARGO-WEST Co.
BY: _____
Resident Agent
412 Failing Bldg. Portland, Oregon

(SEAL)

OREGON STATE HIGHWAY COMMISSION

ENGINEERS RECOMMENDATION REGARDING
CONTRACTORS REQUEST
FOR
INCREASE IN NUMBER OF WORKDAYS
TO
COMPLETE CONSTRUCTION CONTRACT

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6664 Contractor Frady & Nickoloff Const. Co.

Highway Beaverton-Tualatin

Section 12th Street-Allen Avenue

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Delays caused by non-completion of utility adjustments justifies 11 days extension. Work added to the contract at the request of the city of Beaverton justifies 7 day extension.

Recommended for Approval:

Asst Division Engineer

for Construction Engineer or Bridge Engineer

~~Assistant~~ State Highway Engineer

Contract No: 6664

Project designation --State--
State-Federal

Date awarded August 2, 1965

Work started August 17, 1965

Per cent completed 100% - October 18, 1965

Specified Completion Date ~~No. of Workdays Allowed~~ Date September 30, 1965

No. of Workdays Used

Extention Requested to ~~No. of Added Workdays Requested~~ Oct. 18, 1965

Five (5) day holdup because of City of Beaverton Water Department

Four (4) days, Portland General Electric

Two (2) days, Pacific Northwest Bell

Seven (7) days on extra work on West side of Project as directed by city

FORM S-1-TREV 12-66

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: 12th STREET - ALLEN AVE.		WEEK ENDING: November 6, 1965
		SECTION PREFIX: 134 - 1120
HIGHWAY: Beaverton - Tualatin		COUNTY: Washington
NAME OF JOB: 12th STREET - ALLEN AVENUE	KIND OF WORK: Grading and Paving	
CONTRACTOR: Frady and Nickoloff Const. Co.	CONTRACT NUMBER: 6664	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 2, 1965	DATE WORK STARTED: August 17, 1965	ESTIMATED COMPLETION DATE: October 18, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN / SUPERVISION	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 60	WORK DAYS USED / CALENDAR DAYS USED: 78
	SPECIFIED COMPLETION DATE: September 30, 1965	PERCENT OF TIME ELAPSED: 130
PROJECT AUTHORIZATION: $ 35,688.70	ENGINEERING AUTHORIZATION: $ 2,537.84	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 33,150.63	ENGINEERING COST TO DATE: $ 2,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 35,716.50		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT OVERRUN: 8 %	PERCENT OF AUTHORIZATION: 99 %	October 18, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD	Curbs	Walks & Drwys.
100	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.18	0.18			0.18
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.18	0.18			0.18
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,680	3,030			1,100
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,718.5	3,704			1,044.00
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV 8 1965

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
Nov.1 MONDAY	
11/2 TUESDAY	
11/3 WEDNESDAY	
11/4 THURSDAY	
11/5 FRIDAY	
SATURDAY	

REMARKS

The Semifinal estimate for this project is being turned into the Division office on Friday Nov. 5, 1965.

FINISHED

SIGNED James W. Cochell LOCATION Beaverton

James W. Cochell

PRIKE RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BPTF618

RECEIVED
SEP 27 1965
FOR FILING

134-1120

6664

FRADY & NICKOLOFF CONSTRUCTION CO.

1437 S. E. 40th AVE. • PORTLAND, OREGON

KLABOE

September 24, 1965

HAND DELIVERED

NOTED
F. B. KLABOE

State of Oregon
Highway Department
10575 S. W. Denny Road
Beaverton, Oregon

Attention: Mr. James Cochell

Subject: Extension of time,
Contract No. 6664,
Beaverton-Tualatin Highway
12th Street-Allen Avenue

Gentlemen:

In the prosecution of the above contract, we were unavoidably and excusably delayed for the following causes:

1. The crews of the Beaverton Water District lowering existing mains and doing other work on the job were in our way,
2. Portland General Electric Company did not have their poles removed,
3. Unforseeable traffic problems arose which caused work slow down,
4. West Coast Telephone Company man on the job were in our way, and
5. Northwest Natural Gas crews putting in services further delayed us beginning September 23, 1965.

For the above reasons, we would request an extension of time of 10 days from our completion date of September 30, 1965. We would request that we have up to and including October 10, 1965, in which to complete our job.

Respectfully submitted,

FRADY & NICKOLOFF CONSTRUCTION CO.

By_____
James P. Frady

JPF:kls
cc: Mr. Forrest Cooper

RECEIVED
SEP 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

morgan handling 9-27-65

RECEIVED
SEP 2 - 1965
FOR FILING
134-1120
6664
(3893)

September 1, 1965

Mr. Kenneth W. Taylor
1228 S. E. Watson Street
Beaverton, Oregon 97005

Dear Mr. Taylor:

Our Resident Engineer, James Cochell, has investigated the drainage in the area of your residence and during the course of the investigation, I believe, has discussed our proposed plans with you.

It is my understanding that the new gutter line will be sufficiently low to provide adequate drainage for your garage. Also, a storm sewer system is being provided for the gutter water.

We appreciate your concern and are happy that the drainage provided on the project fits your property.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
L. W. Rulien

LWR:fb jwa

FORM M-20 5OM 3-63 SP*6670-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
August 31, 1965

SUBJECT: Assignment No. 3893 Edwards
Taylor Complaint - Beaverton

To:
Mr. Victor D. Wolfe
Administrative Assistant
State Highway Department
Salem

Mr. Kenneth W. Taylor, resident at 1228 S.W. Watson Street in Beaverton, initiated the subject assignment by indicating concern for the adequacy of the drainage in front of his house which abuts on 12th Street-Allen Avenue construction project in Beaverton. Mr. Cochell, resident engineer on the project, has investigated and finds that the gutter line of the new street section will be about 0.4' lower than Mr. Taylor's garage floor, and that as a part of this project, a storm sewer system is being constructed. Mr. Cochell discussed this matter with Mr. Taylor during the course of his investigation.

Attached for your information is a copy of Mr. Cochell's report and a sketch map which indicates the relationship between the garage and the new gutter line. Also attached is a suggested rough draft of a reply to Mr. Taylor.

L. W. Rulien
Division Engineer

LWR:fb
Encs.
cc J. W. Cochell

RECEIVED
SEP 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
VICTOR D. WOLFE

FORM E-30X—80M—8-65—10190

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Beaverton, Oregon 97005
August 30, 1965

SUBJECT: Assignment No. 3893 Edwards
Complaint: Mr. Kenneth W. Taylor

To: Mr. L. W. Rulien
Division Engineer
P.O. Box 02157
Portland, Oregon 97202
Att'n: Mr. C. T. Keasey

Herewith please find a sketch showing the proposed gutter grade elevation and also the elevation of the garage floor on the above subject property.

I talked to Mr. Taylor on Friday, August 27, 1965 and explained to him that the gutter would be about 0.4' lower than his garage floor: and also, that it would be necessary for him to have his driveway graded from the floor to the gutter, in order to get proper drainage. Apparently Mr. Taylor received some erroneous information from the City of Beaverton, as there is adequate drainage provided through a storm drain system on the entire project.

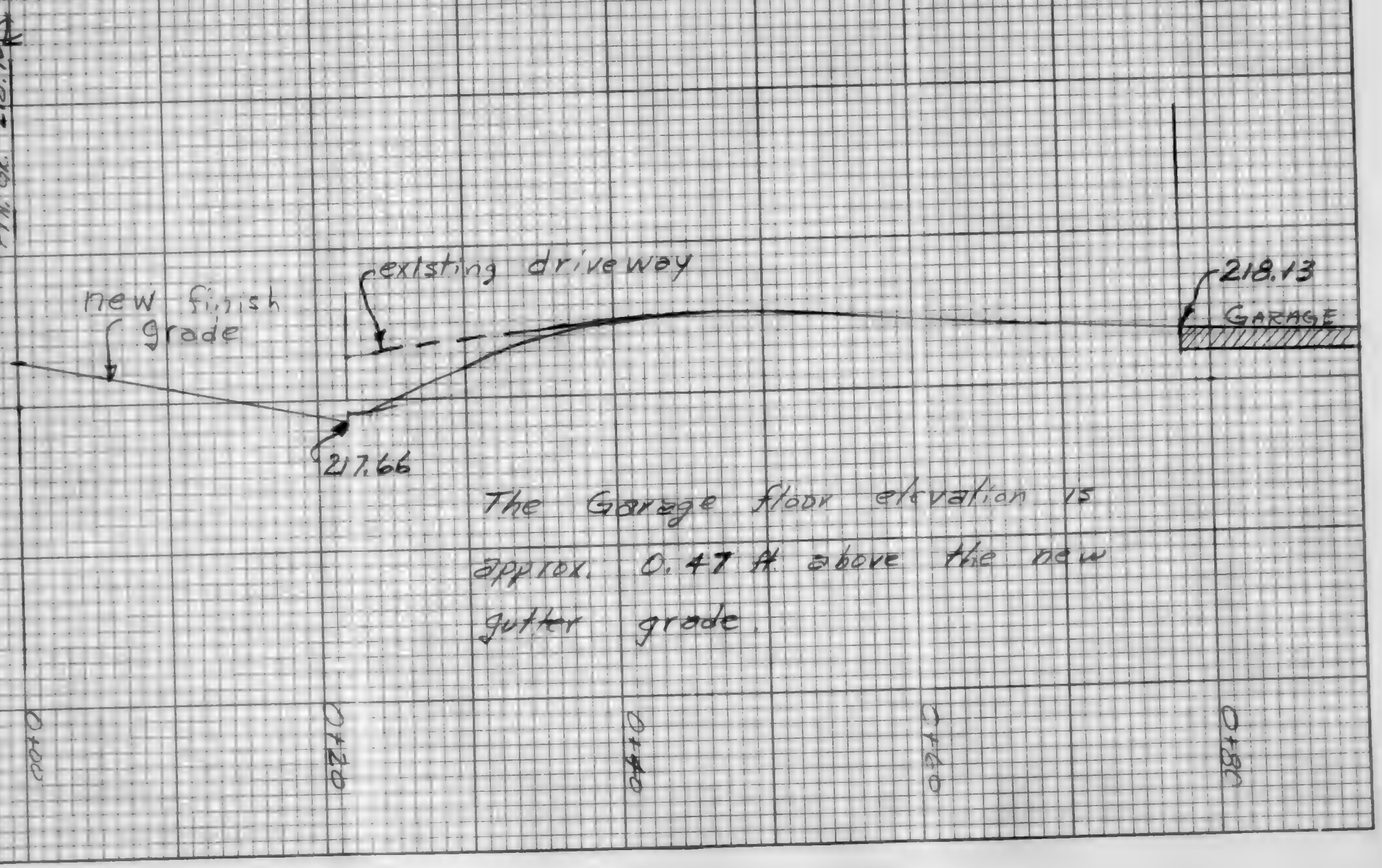
James W. Cochell

Mr. James W. Cochell
Resident Engineer,

K+E 10 X 10 TO THE INCH KEUFFEL & ESSER CO. 358-5 MADE IN U.S.A.

DRIVEWAY PROFILE 37+50 LT. - TAYLOR
12TH ST. - ALLEN AVE.

Scale. Hor. 1"=10'
Vert. 1"= 1'



The Garage floor elevation is approx. 0.47 ft above the new gutter grade.

1401

AUG 26 65

REFERRED TO
Admin
BY SECRETARY

Oregon State
Highway Commission
Salem, Oregon

Dear Sirs;

I own some property and home at 1228 S.W. Watson in Beaverton abutting Hiway 217. You are presently in the process of improving this street in front of my place.

My problem is in regard to my driveway as it is below the street level. Previously there was a storm drain I drained my driveway into; now there will be none, consequently I will have a driveway and garage full of water when it rains.

I think because I am fortunate enough to have to assume the gift of some 800 sq. ft. of right of way plus cost assessment, some consideration should be given to this problem. Please advise.

Very Truly Yours
Ken Taylor

Kenneth W. Taylor
1228 S.W. Watson
Beaverton, Ore.

Pullen
RE-WD
2 cys

RECEIVED
AUG 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 25 1965
STATE HIGHWAY COMMISSION

RECEIVED
AUG 1 3 1965

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. HADLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD OLSEN, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

37-11-3
6664

August 16, 1965

Frady & Nickoloff Construction Company
1437 S. E. 40th Street
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6664, awarded August 2, 1965, for grading and paving on the 12th Street-Allen Avenue Section of the Beaverton-Tualatin Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
Enclosure

RECEIVED
SEP 20 1965
FOR FILING
134-1120
6664

August 4, 1965

Frady & Klokeloff Construction Co.
1437 S. E. 40th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on July 22, 1965, accepted your proposal for grading and paving on the 14th Street-Allen Avenue Section of the Beaverton-Tualatin Highway in Washington County for the sum of $30,743.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6664.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

Beaverton
Coop. Constr

FORM E-123X 50M 1

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
July 21, 1965

Mr. Robert O. Malsey
City Administrator
City Hall
Beaverton, Oregon

Dear Sir:

This is to acknowledge receipt of the City's check in the amount of $13,000 to cover City's portion of the cost of the project on the 12th Street-Allen Avenue section of the Beaverton-Tualatin Highway No. 141 (ORE 217).

Bids were received on this project on July 20, 1965, and a low bid of approximately $31,000 was submitted. If no complications arise, this project will be clear for award soon after receipt of written notification from City that right-of-way clearance has been obtained.

Very truly yours,

H. S. Cox
County and City Engineer

By

D. N. Harwell
Office Engineer

DNH:mm

bc: F. B. Klaboe
F. D. Morgan
L. H. Young
L. W. Rulien

RECEIVED
AUG 27 1965
FOR FILING
134-1120
6664

MISC. CONTRACTS AND AGREEMENTS No. 2869

Salem, Oregon
July 20, 1965

Agenda Item 4-n

Cooperative Construction Agreement
SW 12th St.-SE Allen Avenue Sec.
Beaverton-Tualatin Hwy. #141 (ORE 217)
City of Beaverton

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. D. N. Harwell
Office Engineer
County & City Div.

Attached is a conformed copy of a finance-construction agreement with the City of Beaverton covering the above named subject.

A fully executed copy of the agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Beaverton.

Secretary
OREGON STATE HIGHWAY COMMISSION

FH
Attach: 1

RECEIVED
JUL 1 - 1965
FOR FILING

134-6020
6664

July 1, 1965

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the July 13 Commission meeting will be a cooperative construction-finance agreement with the City of Beaverton for the S. W. 12th Street-S. E. Allen Avenues Section of the Beaverton-Tualatin Highway No. 141 in Beaverton.

The project will be a 75 percent State-25 percent City cost participation project and the City of Beaverton will acquire right-of-way at its sole expense, without State participation.

The City will forward to the State an advance deposit of $13,000 after July 1, 1965, to cover the City's portion of the estimated cost of the project.

The project is currently scheduled for the July 20 bid letting, with the latest estimated total cost of $45,300.

Your consideration, approval and authorization for certification by the Secretary on behalf of the Commission are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Tom Edwards
F. D. Morgan
L. H. Young
C. H. Maison
H. S. Cox
L. W. Rulien

DNH:mm srb

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN
(FA 622)

Page 1 of 1 Pages.

Section 12TH ST. - ALLEN AVE. Highway BEAVERTON - TUALATIN County WASHINGTON Prefix 134-1[illegible]

Res. Engr. _____ Approx. Length 0.17 Miles. Sta. 34+75± to Sta. 43+90±

Date 5-4-65

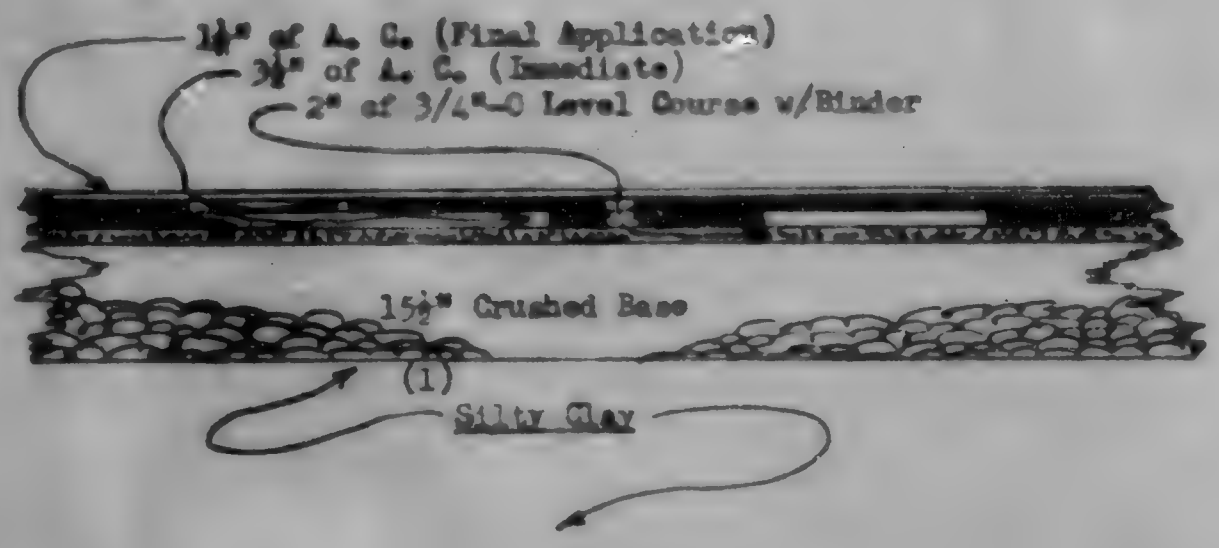
Truck A.D.T. 281 Traffic Coefficient 9.2 18 kip s.a. per day 197.2.

Annual Precipitation 44"± Frost Penetration - - - - - - - -.

(1)
Typical Soil
29 LL
9 PI
100 %P 10
96 %P200
0 %Gravel
1 %C Sand
4 %F Sand
65 %Silt
30 %Clay
17 "R" Value
[redacted]

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.



CBR Total Req.	Credit	Actual Thick.	
	3	1½	A.C. (Final)
	7	3½	A.C. (Immed.)
	2	2	Level
	15½	15½	Cr. Base
27½	27½	22½	

RECEIVED
MAY 18 1965

5-11-65

NOTED
F. I. KLOOT

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by G. J. Berg
Staff Assistant

Recommended by O A Peterson
Engineer of Materials

Recommended by _____
Construction Engineer

Approved by J B Wilson
Asst. State Highway Engineer

SECTION. 12TH ST. - ALLEN AVE.

HIGHWAY. BEAVERTON - TUALATIN #141 (PA 622)

COUNTY. WASHINGTON

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 9000 (Total)

B. Future ADT 13500 (Total)

C. Mean ADT 11250 (A+B)/2

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) F= 2.5% x (C) 11250 = 281

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 281 x (F) 100 % = 281

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 9.2

SECTION: 12TH ST. - ALLEN AVE.

HIGHWAY: BEAVERTON - TUALATIN #141

COUNTY: WASHINGTON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good I Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not applicable
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: See remarks
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is short section, approx. 0.17 mi. in length, and the adjacent pavements are either A.C. or Oil.

RECEIVED
MAR 26 1965
FOR FILING
134-1120
6664

City of Beaverton

450 S. HALL STREET • BEAVERTON, OREGON

MITCHELL 4-2191

March 23, 1965

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Dear Mr. Shaw:

Enclosed is copy of Ordinance No. 856 which prohibits parking on Highway 217 between Twelfth and Allen Avenue in Beaverton.

We wish to thank you for your consideration of our request to confine the improvement to a 60-foot R/W and trust that funds will be made available for construction this summer.

Yours truly,
CITY OF BEAVERTON

Robert O. Malsey
City Manager

ROM:pku

Enclosure

NOTED
LLOYD P. SHAW

RECEIVED
MAR 25 1965
STATE

RECEIVED
MAR 25 1965
OREGON
STATE HIGHWAY

Original To Cox
Copies To Young
Morgan
3-25-65

O R D I N A N C E N O. 86

AN ORDINANCE PROHIBITING [illegible]
[illegible] A PERSON OR PERSONS [illegible]
[illegible]) IN THE CITY OF [illegible]
PROVIDING A PENALTY FOR [illegible]
AND DECLARING AN EMERGENCY.

THE CITY OF BEAVERTON [illegible]

SECTION 1. No person shall stop, park [illegible] on part, either attended or unattended, except when in compliance with the directions of a police officer or in obedience to traffic signals or signs, any motor vehicle or other vehicle upon any portion of State Highway 217, also known and designated on "Watson Street" that is southerly of the south line of Canyon Avenue and northerly of the north boundary line of Allen Avenue, in the City of Beaverton, Oregon.

SECTION 2. Every person convicted of a violation of this Ordinance shall be punished by a fine of not less than One ($1.00) dollar nor more than Fifty ($50.00) dollars, or by imprisonment in the City or Washington County Jail, as the Judge may direct, for not more than ten (10) days, or both such fine and imprisonment.

SECTION 3. That this Ordinance shall be in full force and effect immediately after the effective date hereof and signs have been posted upon that section of the street and said hereinabove mentioned advising the general public that no parking is permitted on said portion of said street.

SECTION 4. The Council hereby finds and determines that it is necessary and expedient that the provisions of this Ordinance go into effect forthwith for the preservation of the peace, safety and health of the City of Beaverton and the inhabitants thereof for the reason that it is necessary that parking be eliminated upon the street and highway hereinabove mentioned in order to alleviate hazardous traffic conditions, now therefore, AN EMERGENCY IS HEREBY DECLARED TO EXIST, and this Ordinance shall

Footer 2 - Ordinance No. 856

RECEIVED
MAR 23 1965
FOR FILING

134-1120

6664

March 22, 1965

Mr. Robert O. Maloey
City Manager
450 South Hall Street
Beaverton, Oregon

Dear Mr. Maloey:

This acknowledges receipt of your March 16 letter regarding the width of the proposed co-op project on Highway 217 from 12th Street to Allen Avenue in your city.

While we would much prefer to construct the 54-foot width, we will accept the 44-foot section if the City can assure that parking will be prohibited in this area. As you are no doubt aware, scheduling of this work will depend on the availability of funds.

Will you please advise as to the acceptability of the parking restriction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
H. S. Cox
F. D. Morgan
A. E. Johnson

City of Beaverton
450 S. HALL STREET • BEAVERTON, OREGON
MITCHELL 4-2191

March 16, 1965

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. Forrest Cooper, Chief Engineer

Gentlemen:

The Beaverton City Council has considered your proposal to improve State Highway 217 between Twelfth and Allen Avenue on the basis of 50 foot of pavement within a 60 foot R/W.

The 50 foot of pavement in a 60 foot R/W would result in the following:

1. Placing pedestrian traffic next to traffic lanes
2. Create hazard with driveway ramps within the sidewalk area
3. Reducing the sidewalk area as a result of power poles, fire hydrants and other above ground utilities being located in the sidewalk.

It has been determined that acquisition of additional R/W which would allow 50 foot of pavement without the restrictions mentioned above would be prohibitive in cost and objectionable to the property owners.

We respectfully request that improvement of this section be made as originally requested within the 60 foot planned R/W with 44 feet of pavement.

Yours truly,
CITY OF BEAVERTON
Robert O. Malsey
Robert O. Malsey
City Manager

RECEIVED
MAR 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 17 1965
OREGON
STATE HIGHWAY COMMISSION

ROM:pku

copy to FC

RECEIVED
MAR 9 - 1965
FOR FILING
134-1120
6664

Salem, Oregon
February 24, 1965

Co-op Project
Beaverton-Tualatin Highway
No. 217
City of Beaverton

Mr. H. S. Cox
County and City Engineer

Attention: D. N. Harwell

Mr. Malsey's letter of February 16 leaves me somewhat in doubt as to the City's desire for a four-lane development between 12th Street and Allen Avenue.

The 60-foot right of way width is minimal for a 50-foot curb to curb section if any provision for sidewalks is to be considered. Also, the reference "an additional ten feet from the centerline" might mean an eccentric width of right of way is to be required--possibly 20 feet on one side of center line and 40 feet on the other side.

To clarify for design and to make possible the proper wording of an agreement, the exact cross section expected by the City should be determined. If it permits use of the 50-foot section and provides a workable connection at Allen Avenue with the two-lane section of Highway No. 217 to the south, you should proceed to draft the agreement for 25-75 participation.

Regardless of the progress of the City in acquiring right of way for widening, no commitment as to when construction can be scheduled should be made. There are several uncertainties at this time which make scheduling very difficult.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

City of Beaverton
450 S. HALL STREET • BEAVERTON, OREGON
MITCHELL 4-2191

February 16, 1965

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. H. S. Cox, County and City Engineer

Gentlemen:

Please refer to your letter of February 5th concerning proposed improvement of the Beaverton-Tualatin Highway between 12th Street and Allen Avenue in Beaverton.

The roadside development pattern in this area has been fairly well established on the basis of a maximum R/W of 60 feet. In the past, the City has been acquiring an additional 10 feet from the centerline--the objective being to continue the standard of improvement existing north of 12th Street.

A committee of the City Council has therefore recommended that the proposed improvement between 12th and Allen be confined to a 60 foot R/W and meeting the same standards as that north of 12th Street.

Please advise us as soon as this project is approved so that we may proceed with utility adjustments and further acquisition of R/W.

Yours truly,
CITY OF BEAVERTON

Robert O. Malsey
City Manager

ROM:pku
cc: W. A. Newell, City Engineer

RECEIVED
FEB 17 1965
ENGINEER
COUNTY & CITY DIVISION

Copy to Shaw
2/17/65

FORM E-123X SON 2-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 5, 1965

Mr. Robert O. Malsey
City Manager
City Hall
Beaverton, Oregon

Dear Mr. Malsey:

In regard to the proposed cooperative construction project on the S.E. 12th Street-S.E. Allen Avenue Section of the Beaverton-Tualatin Highway within the City of Beaverton, please notify this office by letter at your earliest convenience if City wishes to continue with negotiations concerning this matter.

As requested of you in October, 1964, we wish to know if the City Council has been presented the proposal of constructing this project to a fifty foot (50') curbed section including the replacement of existing sidewalk on the westerly side.

We have not received any communication from the City and again request that we be notified at your earliest opportunity so we may proceed or nullify negotiations regarding this matter.

The present estimate on this proposed project is approximately $56,000 based on constructing the above mentioned section on sixty feet (60') of right of way.

We appreciate your interest in this matter and await your reply.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

H. S. Cox

NOTED
LLOYD P. SHAW

H. S. Cox
County and City Engineer

DHHieb

cc: W. A. Newell, Div. of Public Works, Beaverton
bc: Forrest Cooper
R. L. Porter
L. P. Shaw
F. D. Morgan
A. E. Johnson

RECEIVED
OCT 6 - 1964
FOR FILING

Const
Projects
Maint
Beaverton

Salem, Oregon
October 1, 1964

12th Street-Allen Avenue Section
Beaverton-Tualatin Highway
Washington County

Mr. E. J. Cox
County and City Engineer

Mr. Cooper has requested that a four-lane section be considered on the Beaverton-Tualatin Highway from Allen Avenue to 12th Street in the City of Beaverton.

We have no recent information on the status of right of way for this project, but I have been led to believe that 60 feet will be made available for construction. This will permit use of a 50-foot curb-to-curb width (13' - 12' - 12' - 13') roadway with curbs and sidewalks abutting.

Please contact the City and obtain its reaction to use of the four-lane cross section.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:mjw

cc Forrest Cooper
R. L. Porter
D. J. Harvey

FORM E-30X—GOM—12-63 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1964

SUBJECT: 12th St.-Allen Avenue Sec.
Beaverton-Tualatin Hwy.
Washington

To: Mr. H. S. Cox
County and City Engineer
BUILDING

In line with Mr. Cooper's recent request that this section of highway be constructed to a 50 foot curb width for four lanes of traffic, we have estimated the cost of this work at $56,000. This includes the walk on one side only to replace the existing walk.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Ass't. Construction Engineer

DJB:rs

cc: L. P. Shaw

RECEIVED
OCT 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 8 - 1964
FOR FILING
134-1120
6664

Prefix No. 134-1428

ADDENDUM "A" TO LOCATION PROSPECTUS
12TH STREET-ALLEN AVENUE SECTION
BEAVERTON-TUALATIN HIGHWAY
WASHINGTON COUNTY

The following addendum is submitted to revise and correct the original prospectus on the subject section.

PARAGRAPH 1 THROUGH 3: Correct as per original prospectus.

PARAGRAPH 4: Delete the word "street" in the next to the last sentence.

PARAGRAPH 5: Correct as per original prospectus.

NOTED
R L PORTER

PARAGRAPH 6: Delete the paragraph and replace with the following: "Two 22-foot travel ways separated by a 2-foot striped median with 2-foot curb shy distance each side. Total curb to curb width 50 feet."

PARAGRAPH 7 THROUGH 13: Correct as per original prospectus.

ATTACHMENT: Remove and destroy the original attachment and replace with attachment from this addendum.

October 6, 1964
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. E. Johnson (3)
Mark Astrup
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
OCT 7 1964
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
FORREST COOPER

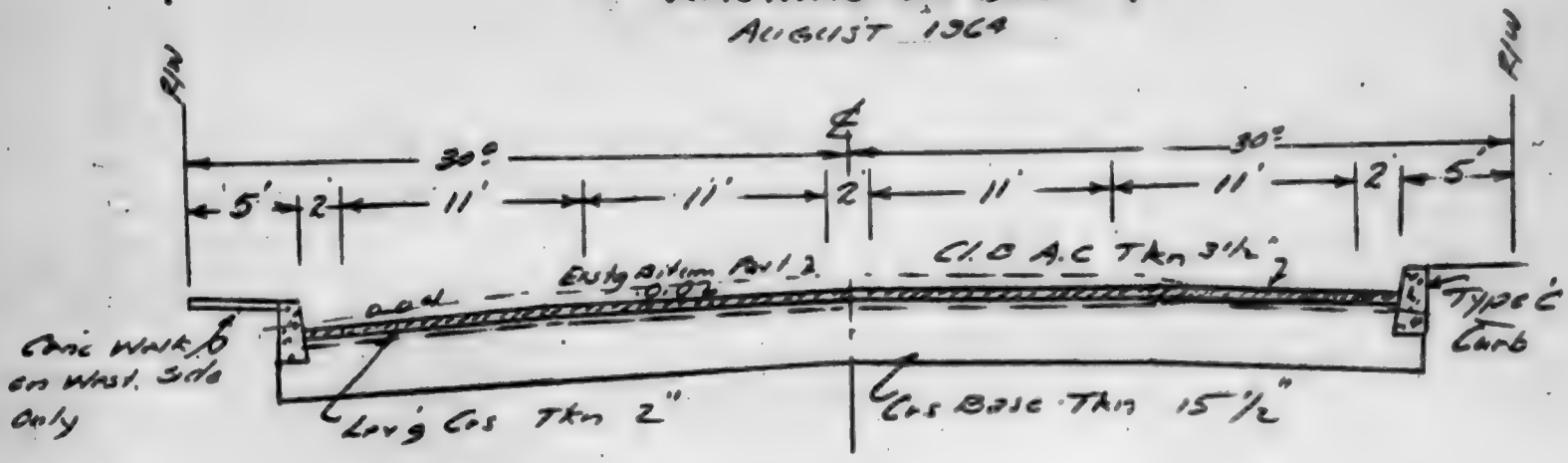
PROSPECTUS MAP

12TH STREET TO ALLEN AVE.

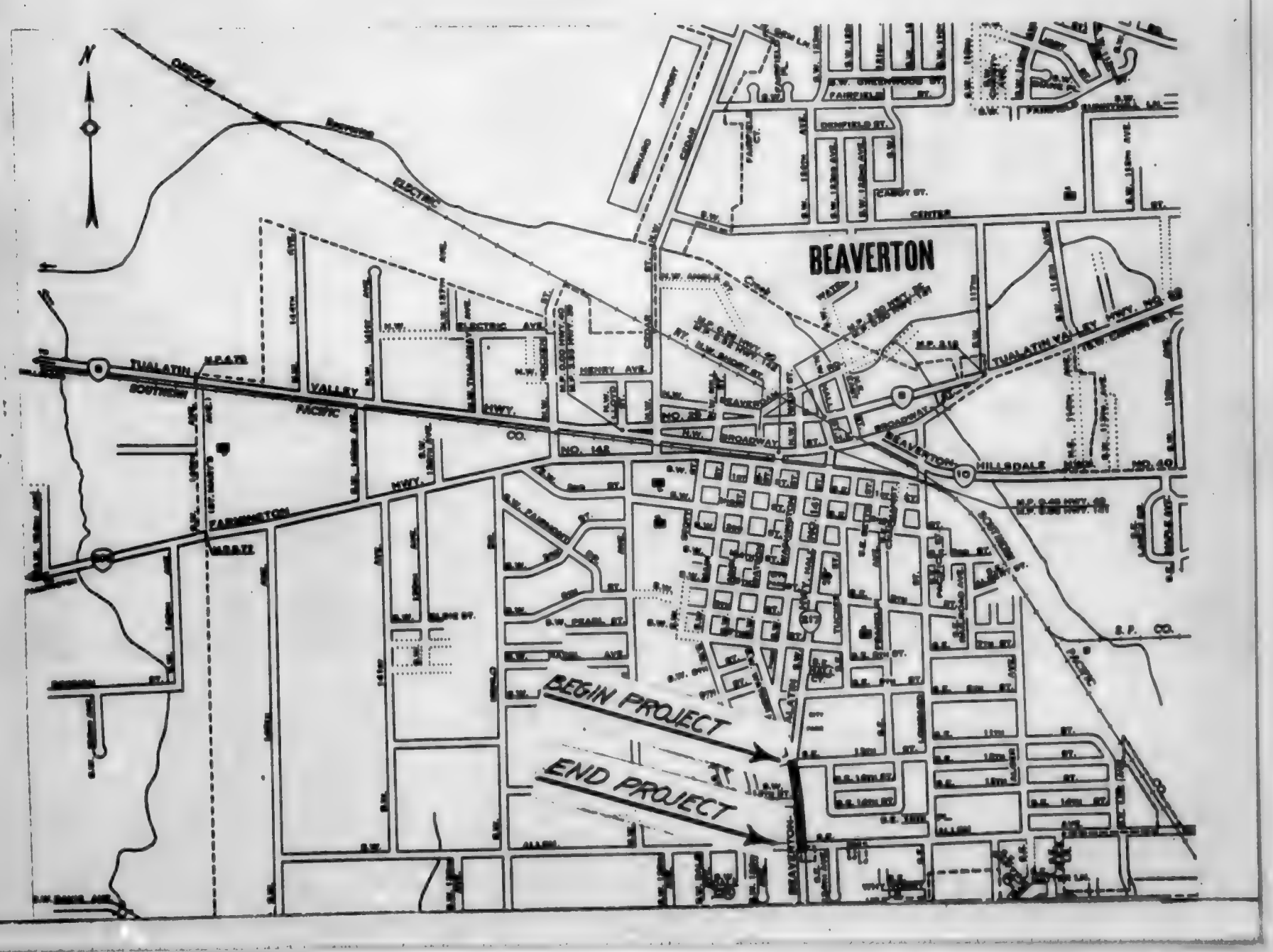
CITY OF BEAVERTON

WASHINGTON COUNTY

AUGUST 1964



TYPICAL SECTION



RECEIVED
JUL 7 1964
FOR FILING

FORM B-30 BDN 12-63 84676

134-1120

6664

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1964

SUBJECT: Beaverton-Tualatin Highway
State Secondary #141
12th Street to Allen Avenue

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
O F F I C E

The City of Beaverton was contacted June 5, 1964, concerning their ability to finance their portion (25%) of the cost of an improvement and widening project through subject section.

City Manager Malsey indicated that $10,000 had been budgeted for the coming fiscal year (1964-65) based on an overall estimate of $40,000 for the proposed improvement. An estimate of $37,500 has been previously given the city.

If deemed advisable, it is requested that this matter be placed on the agenda for the next commission meeting and that authority be given for preparation of an appropriate 75%-25% contract with the City of Beaverton.

R. M. Allison
County & City Field Engineer

RMA:eb

City will be advised that due to timing, etc., project should be put over until next year.

NOTED
LLOYD P. SHAW

RECEIVED
JUN 18 1964
FOR FILING

134-1120

6664

City of Beaverton

MUNICIPAL BUILDING • BEAVERTON, OREGON

May 22, 1964

Mr. H. S. Cox
County and City Engineer
State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. R. M. Allison, Field Engineer

Gentlemen:

In reply to your letter of May 21 concerning the grade line of the proposed improvement of Hall Street between Twelfth and Allen, it is our thought that the lower grade line should be established.

Thank you for your early consideration in this improvement.

Yours truly,

CITY OF BEAVERTON

NOTED
LLOYD P. SHAW

Robert O. Malsey
City Manager

ROM:pu

RECEIVED
MAY 25 1964
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
MAY 25 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-123X 50M 5-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 21, 1964

Mr. Robert C. Malsey
City Manager
City Hall
Beaverton, Oregon

Dear Mr. Malsey:

Thank you for your letter of May 5, 1964, concerning the desired improvement of Hall Street (Highway 217) between Twelfth Street and Allen Avenue. Appropriate steps will be taken to implement your request.

You will recall that two alternatives were offered the City; viz., a lowered grade line or a grade line based on the existing street. Your letter did not state which grade line you preferred. Previous conversations have indicated City's preference for the lowered grade but confirmation of this preference would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

R. M. Allison
Field Engineer

RMA:mm

cc: L. P. Shaw
A. E. Johnson

NOTED
LLOYD P. SHAW

RECEIVED
MAY 22 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 6 - 1964
FOR FILING

MEMO TO THE FILES:

SUBJECT: Cooperative City Project
12th Street-Allen Avenue
Beaverton-Tualatin Hwy.
City of Beaverton

134-1120
6664

Mr. Robert Malsey, City Manager, and Mr. William Newell, City Engineer, were contacted April 23, 1964, concerning Beaverton's request for a cooperative project on the Beaverton-Tualatin Highway between 12th Street and Allen Avenue.

City desires to improve this section of the Beaverton-Tualatin Highway on a 75%-25% basis to the standards that exist from 12th Street northerly to the intersection with the Beaverton-Hillsdale Highway. The latter section is a 44 foot curbed street section on 60 feet of right of way.

City has acquired some property along the route but considerable additional acquisition will be required to increase the existing 40 foot right of way between 12th Street and Allen Avenue to the necessary 60 feet.

Two estimates have been given Beaverton by Division I. A location involving a lower grade line was estimated at $37,700 and another estimate utilizing the existing pavement was $28,200. The city engineer was essentially in favor of lowering the grade but wanted to see some cross sections prior to committing the city to this line.

Cross sections and plans are being printed by Division I and will be shown to the city this week. Their decision as to grade will be forwarded to Division I and to other interested parties.

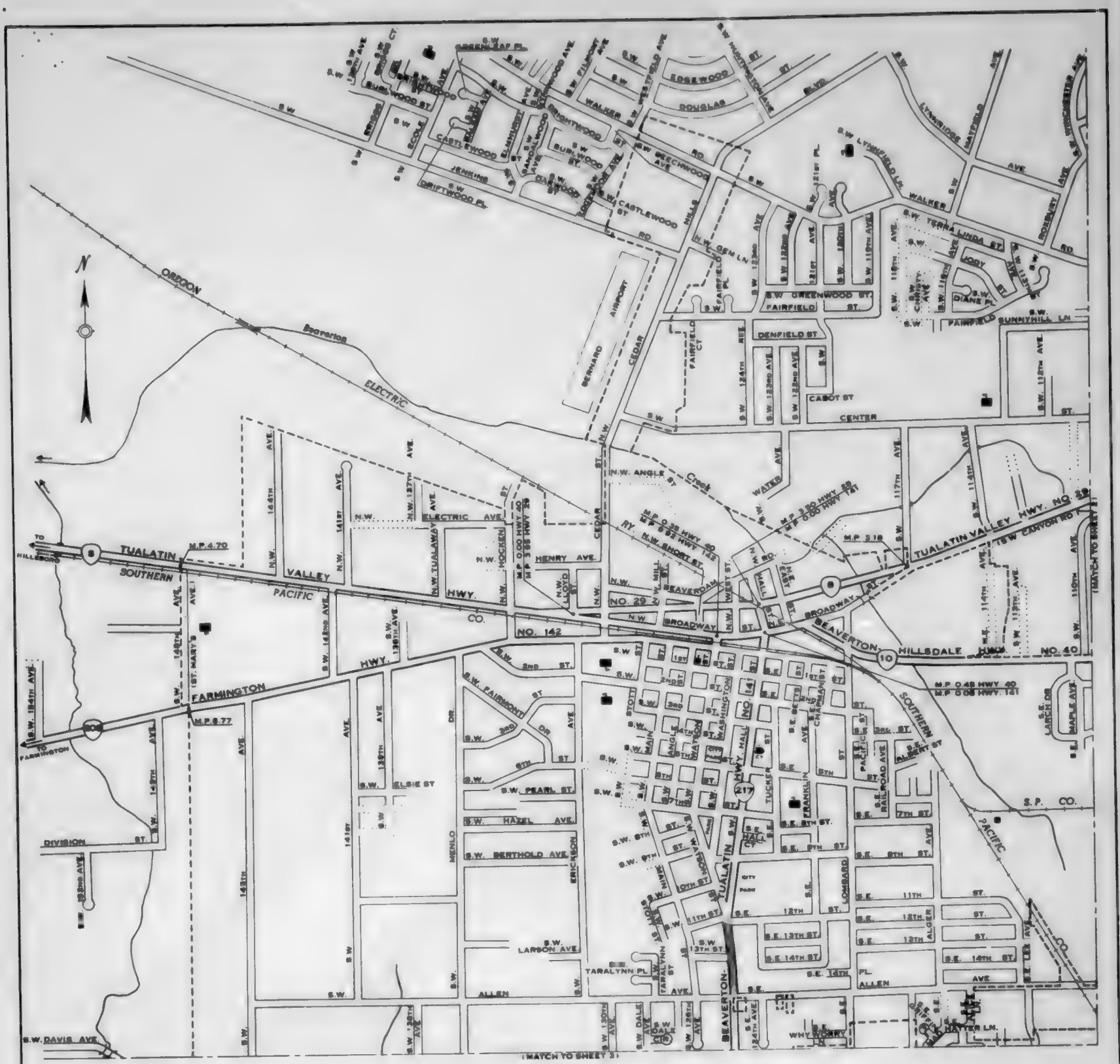
R. M. Allison
County & City Field Engineer

RMA:eb

cc: L. P. Shaw
A. E. Johnson

RECEIVED
MAY 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW



SIGNED ROUTES

INTERSTATE 5

U.S. 99

ORE 99

LEGEND

Post Office
School
R R Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library

Street open for travel
Street dedicated but not open
City Limits

BEAVERTON

WASHINGTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 8,623

Scale in Feet

July 1963

SHEET 1 OF 4 SHEETS

City of Beaverton

MUNICIPAL BUILDING • BEAVERTON, OREGON

MITCHELL 4-2191

May 5, 1964

NOTED
R. H. PRAHL

NOTED
P. B. Arensmeier

Mr. Robert M. Allison, Field Engineer
State of Oregon
Highway Department
Salem, Oregon

Dear Mr. Allison:

Following our conversation of May 6th regarding the improvement of State Highway No. 217 from Twelfth Street to Allen Avenue in Beaverton, the matter was presented to the Beaverton City Council that same night.

The Council voted unanimously to improve that section of the Tualatin Highway on the basis of 75 percent of the cost to be borne by the state and 25 percent of the cost by the city.

We will continue acquisition of necessary R/W and will hope for the inclusion of this project in the next fiscal year work schedule.

Thank you for your cooperation in this matter.

Yours truly,

CITY OF BEAVERTON

Robert O. Malsey

Robert O. Malsey
City Manager

RECEIVED
MAY 6 1964
ENGINEER
COUNTY & CITY DIVISION

ROM:p

NOTED
LLOYD P. SHAW

MEMO TO THE FILES:

SUBJECT: Cooperative City Project
12th Street-Allen Avenue
Beaverton-Tualatin Hwy.
City of Beaverton

Mr. Robert Malsey, City Manager, and Mr. William Newell, City Engineer, were contacted April 23, 1964, concerning Beaverton's request for a cooperative project on the Beaverton-Tualatin Highway between 12th Street and Allen Avenue.

City desires to improve this section of the Beaverton-Tualatin Highway on a 75%-25% basis to the standards that exist from 12th Street northerly to the intersection with the Beaverton-Hillsdale Highway. The latter section is a 44 foot curbed street section on 60 feet of right of way.

City has acquired some property along the route but considerable additional acquisition will be required to increase the existing 40 foot right of way between 12th Street and Allen Avenue to the necessary 60 feet.

Two estimates have been given Beaverton by Division I. A location involving a lower grade line was estimated at $37,700 and another estimate utilizing the existing pavement was $28,200. The city engineer was essentially in favor of lowering the grade but wanted to see some cross sections prior to committing the city to this line.

Cross sections and plans are being printed by Division I and will be shown to the city this week. Their decision as to grade will be forwarded to Division I and to other interested parties.

R. M. Allison
County & City Field Engineer

RMA:eb

cc: L. P. Shaw
A. E. Johnson

FORM E-30 50M 8-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 16, 1964

SUBJECT: Improvement of Beaverton-Tualatin
Highway No. 217
12th St. to Allen Ave. in Beaverton

To: Mr. E. S. Hunter
Maintenance Engineer
Salem

Enclosed are copies of letters from Mr. Robert O. Malsey, City Manager, dated March 13, 1964 and April 5, 1963 concerning improvement of Highway 217 between 12th Street and Allen Avenue in Beaverton.

As a result of Mr. Malsey's letter of April 5, 1963 I included this project in the recommended State construction and indicated that additional right of way would be furnished by the City of Beaverton and that the City had indicated they would participate in the cost of this project. In 1961 a survey was made for this project and an estimate which amounted to $34,500 including 20% engineering and contingencies. It was estimated that $3,200 would be required to lower water mains and services. This was on the basis of a lower grade line which would better fit the highway to surrounding properties. An alternate project involving the utilization of the present pavement at a higher grade line resulted in an estimate of approximately $27,500 and approximately $700 for lowering services, etc. We have consistently recommended the lower grade line for better drainage and adapting to the adjacent properties. In order that the City may budget necessary moneys required for this project if approved, it is recommended that if funds are available that the City be contacted by the County & City Division to work out details of participation, etc.

A. E. Johnson
Division Engineer

AEJ/lh
Enc.

cc: B. P. Huntley

NOTED
LLOYD P. SMITH

NOTED
J. A. PHILLIPS

City of Beaverton

MUNICIPAL BUILDING • BEAVERTON, OREGON

March 13, 1964

Mr. A. E. Johnson, Division Engineer
Oregon State Highway Department
9200 S. E. McLoughlin Boulevard
Milwaukie, Oregon

Dear Mr. Johnson:

Please refer to our letter of April 5, 1963 in which we asked for State assistance in the improvement of the Tualatin Highway (State Route #217) between 12th Street and Allen Avenue in Beaverton.

The City has been acquiring 10' additional R/W on each side of this Highway and as zone change requests are processed we expect eventually to acquire a full 60' in this section.

Since this is one of the major routes into the City of Beaverton, we feel that the improvement of this section should be made at the earliest possible date. We will be happy to discuss R/W details with you at any convenient time.

Yours truly,

CITY OF BEAVERTON

Robert O. Malsey
City Manager

NOTED

ROM:pku

RECEIVED
MAR 16 1964
DIVISION ENGINEER
DIVISION NO. 1

City of Beaverton

MUNICIPAL BUILDING · BEAVERTON OREGON

April 5, 1963

Oregon State Highway Department
9200 S. E. McLoughlin Blvd
Milwaukie, Oregon

Attention: Mr. A. E. Johnson, Division Engineer

Gentlemen:

We respectfully direct your attention to the Tualatin Highway (State Route #217) between Twelfth Street and Allen Avenue (SR #79X) in Beaverton.

Traffic volumes and roadside development have increased to a degree that requires the improvement of this section to a standard equal to that south of Twelfth Street which has a 60 foot right-of-way with concrete curb and gutter sidewalks, asphalt surface [illegible] #217.

In recent years, the City of Beaverton has acquired 10 feet of additional right-of-way from various parcels on each side of the street in anticipation of future improvement.

We are hopeful for an improvement to this section this year and we request a meeting with appropriate officers of your department to work out details of this project.

Yours truly,

CITY OF BEAVERTON

Robert O. Malsey
City Manager

ROM:am

F-111(8) Rink Cr.-Glen Aiken Sec., 1965
Coos Bay-Roseburg Hwy.
#6665 (Grad., pav.) [redacted]

RECEIVED
FEB 29 1968

UNITED STATES GOVERNMENT

Memorandum

F-111(8)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: February 27, 1968

In reply refer to: 08-35.5

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: A. W. Parsons, Division Engineer, by L. R. Backlund, Admin. Manager
Salem, Oregon

SUBJECT: Oregon Project F-111(7)
Rink Creek - Glen Aiken Creek Section
Final Voucher, Received 12-27-67

We have completed our review of the subject voucher and will forward it to the Audit Section for their review and clearance before payment is made.

In making our review we find that no action was taken as a result of our letter of August 3, 1965 relating to file 37495, McNair. In the absence of requested corrective action, a deduction will be made of $7650 when the final voucher is processed for payment.

The amount involved represents cost-to-cure damages not supported by a proper appraisal which should have measured damages to remainder.

2-29-68
REFERRED TO
By Asst. State Hwy. Engr.

cc Massini, Tomberg

RECEIVED
FEB 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 10 1967
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
WELTY

F-111(8)
6665

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
R. L. PORTER

August 7, 1967

Mr. and Mrs. E. C. Finley
Fairview Rt.
Coquille, Oregon 97423

File 41804
Rink Creek-Glen Aiken Creek Sec.
Coos Bay-Roseburg Highway

Dear Mr. and Mrs. Finley:

We are enclosing State Highway Department Revolving Fund Check No. A-086089 in the amount of $500.00 payable to E. C. Finley and Eunice M. Finley.

This payment represents the full and complete compensation for entry by the State on your property and for all loss, injury or damages arising out of, or connected with said entry or acts in connection with same.

Very truly yours,

J. H. ROHDE
Chief Counsel

By

Karl F. Saling
Right of Way Office Manager

RK/ag
Enc. Check and Receipt
cc: L. W. Riley
John R. Cakes
R. L. Porter

RECEIVED
AUG 8 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 10 1967
FOR FILING

1-111(8)
6665

July 7, 1967

Mr. Joseph A. Berg
Berg, Berg & Walsh
Attorneys at Law
Ellingsen Building
Coquille, Oregon 97423

1433

Dear Mr. Berg:

Reply is made to your letter of April 21 regarding alleged damages to the Marvin J. and Ellen A. Sanderlin property on the Rink Creek-Glen Aiken Creek Section of the Coos Bay-Roseburg Highway.

You have been contacted by Mr. J. M. Morgan, Right of Way Agent, Roseburg, who advises that the Sanderlins will sign a letter of agreement to release the State from all claims upon completion of a substitute domestic water system to replace the one damaged during highway reconstruction. Mr. Morgan also advised you that drilling of a new well would start as soon as their letter was received.

Will you assist in the formation of this letter and submit same to Mr. Morgan? We regret the delay in the accomplishment of this solution to the problem. We hope this will prove satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK 1633
F. D. Morgan
G. E. Rohde
D. H. Moehring
L. R. Chandler

FDM:nn srb

CON R3B 237 S-21-67 / 10-10 AM

F D MORGAN

RE YOUR TT NO 115 THI S DATE

IN THE NAME OF COMMON SENSE WE HAVE BEEN INVESTIGATING WITH SANDERLIN ATTORNEY VARIOUS POSSIBILITIES SUCH AS HOOKING THEM ONTO A WATER DISTRICT. IT HAS NOW BOILED DOWN TO DRILLING A WELL AS ORIGINALLY PRP XXX PROPOSED AND RILEY IS NOW WAITING FOR A LETTER OF RELEASE FROM SANDERLIN. I BELIEVE THAT YOU HAVE PREVIOUSLY BEEN INFORMED BY PHONE OF PROGRESS.

L R CHANDLER

CWLZ.

Bl m? 7-15

FORM E-30X—5011—7-66 SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 28, 1967

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

SUBJECT: Damaged Well
M. J. and Ellen A. Sanderlin
Rink Cr.-Glen Aiken Creek Section
Coos Bay-Roseburg Highway

Herewith copy of a complaint regarding subject well. Will you please investigate this report and submit a statement of your findings and your recommendations regarding this matter.

Reply due May 5, 1967.

NOTED
F. B. KLABOE

F. D. Morgan
Construction Engineer

FDM:fw
Enc.
cc F. B. Klaboe

RECEIVED
APR 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

D. E.
APR 28 1967
FOR FILING

F-111 (8)

6665

April 28, 1967

Mr. Joe Berg
Berg, Berg and Walsh
Attorneys at Law
Ellingsen Building
Coquille, Oregon 97423

1653

Dear Mr. Berg:

Reference is made to your letter of April 21 concerning the alleged damage to the Marion J. Sanderlin property on the Rink Creek-Glen Aiken Creek Section of the Coos Bay-Roseburg Highway.

We will immediately make an appropriate investigation and advise you of our findings at its conclusion.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Kinboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan (Enc)

BERG, BERG AND WALSH
ATTORNEYS AT LAW
ELLINGSEN BUILDING
COQUILLE, OREGON 97423

J. ARTHUR BERG
JOSEPH A. BERG
A. D. WALSH JR.

P. O. BOX 99
PHONE 396-2169

April 21, 1967

-5289

APR 25 67

REFERRED TO
admin
BY SECRETARY

State of Oregon
State Highway Department
Salem, Oregon

Re: Marion J. and Ellen A. Sanderlin
Rink Creek-Glen Aiken Creek Highway

Gentlemen:

Please be advised that this office represents Mr. and Mrs. Marion J. Sanderlin, and they have called at this office in connecction with the damages to their property.

It appears that because of the construction of the above mentioned highway, Mr. and Mrs. Sanderlin's well on their property has been completely destroyed. This well was used for domestic purposes, but is no longer useable.

It would be appreciated if you would have a representative of your department call at this office as soon as possible.

Thanking you for your cooperation, I remain

Sincerely yours,

BERG, BERG & WALSH

By Joe Berg

JB:DHS

RECEIVED
APR 24 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 6 - 1967
FOR FILING
6665

July 6, 1967

Reliance Insurance Company
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 6665 awarded to S. A. Hutchins and Associates Construction Company for grading and paving on Rink Creek-Glen Aiken Creek Section of the Coos Bay-Roseburg Highway in Coos County was completed on December 21, 1966, and accepted by the Highway Commission on July 5, 1967.

Final payment in the amount of $65,664.44 will be released to the contractor after July 13, 1967. The total contract amount is $1,377,408.75 including $35,621.93 for work performed under force account.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc S. A. Hutchins & Assoc. Constr. Co.
P. O. Box 190
Sutherlin, Oregon 97479

Jewett, Barton, Leavy & Kern
Failing Building
Portland, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JUL 6 - 1967
FOR FILING

6665

July 5, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed December 21, 1966, on Contract No. 6665. The contract was with S. A. Hutchins and Associates Construction Company and was for the grading and paving of the Rink Creek-Glen Aiken Creek Section of the Coos Bay-Roseburg Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 5, 1967, and that you concur in this procedure at the Commission meeting on July 24.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, we may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
L. R. Chandler

srb fn

RECEIVED
JUN 29 1967
FOR FILING

F-111(8)

6665

June 28, 1967

Armco Steel Corporation
130 East Fifth Avenue
Denver, Colorado 80203

Attention: Mr. R. W. Sanders
Regional Credit Manager

Gentlemen:

Thank you for a copy of your letter of June 22 addressed to the Secretary of State informing him that you are withdrawing your claim which was submitted on June 9, 1967, in the amount of $3,411.20.

Our records indicate that your claim was for furnishing materials to J. C. Denton & Sons, Inc., subcontractor to S. A. Hutchins and Associates Construction Co. on Contract No. 6665 for grading and paving on the Rink Creek-Glen Aiken Creek Section of the Coos Bay-Roseburg Highway in Coos County.

This information is being noted in our records, and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Reliance Insurance Company
Jewett, Barton, Leavy & Korn
S. A. Hutchins & Assoc. Constr. Co.

bc Commissioners

CWH:wln

NOTE ON CARD

ARMCO STEEL CORPORATION

METAL PRODUCTS DIVISION

ARMCO

ADDRESS REPLY TO
130 EAST FIFTH AVENUE
DENVER, COLORADO 80203

June 22, 1967

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Secretary of State
State of Oregon
Salem, Oregon

SUBJECT: Your claim file No. 4303
Oregon State Highway Contract 6665
Prime: S. A. Hutchins and Associates Const. Co.

This to advise that a settlement has been reached with the prime contractor, S. A. Hutchins and Associates, for settlement of the J. C. Denton & Sons, Inc., subcontractor, account with us.

We therefore withdraw our claim submitted June 9, 1967, for $3,411.20.

Very truly yours,

R. W. Sanders
Regional Credit Manager

RWS:e

cc: Floyd Query, Secretary, Oregon State Highway Commission,
Salem, Oregon

S. A. Hutchins & Associates Const. Co., Box 190,
Sutherlin, Oregon

H. R. Ambuhl, District Sales Manager - Portland
Alex Christy - Portland
R. Shriver - Eugene

NOTED
FLOYD QUERY

RECEIVED
JUN 26 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

CLAY MYERS
SECRETARY OF STATE

GEORGE H. BELL
HAROLD F. PHILLIPPE
ASSISTANTS

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

June 26, 1967

C
O
P
Y

Mr. R. W. Sanders
Regional Credit Manager
Armco Steel Corporation
130 E. Fifth Avenue
Denver, Colorado 80203

Re: Our Claim File No. 4303
O.S.H. Contract No. 6665
Prime: S. A. Hutchins &
Associates Const. Co.

Dear Mr. Sanders:

This will acknowledge and thank you for your letter dated June 22, 1967, advising us that a settlement has been reached with S. A. Hutchins & Associates, for settlement of the J. C. Denton & Sons, Inc. account.

We have indicated this on our files.

Sincerely,

(Miss) Inger J. Henrikson
Elections Division
Public Records Section

IJH
cc: State Highway Commission

NOTED
C. W. HEAD

RECEIVED
JUN 27 1967
OREGON
STATE HIGHWAY COMMISSION

FORM S-303—50M—7-66

JUN 9 1967

FOR FILING

1 111 (1)

165

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 15, 1967

To: MEMORANDUM TO FILE:

SUBJECT: File R-37497 - McKinney
Rink Creek-Glen Aiken Creek Sec.
Coos Bay-Roseburg Highway

On June 15 I reviewed the appraisal of Fred J. Marineau with respect to his estimate of damages due to a slide which affected the above property. His appraisal indicates that the value of the subject property has been reduced as a result of the slide in the sum of $2,600.

Based on the amount of money we would have to pay for a straight release, I contacted Mr. Klaboe to ascertain if Construction would be willing to have us attempt to get a slide easement rather than pay damages for only a release.

Mr. Klaboe advised that in his opinion we should have a slide easement covering the area affected and stated that he would contact Mr. Morgan to provide the necessary description. Once the description is obtained negotiations should continue with the owner's attorney.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: F. B. Klaboe
F. D. Morgan
L. R. Chandler
D. H. Moehring
Milner Mead
L. W. Riley
G. E. Rohde

RECEIVED
JUN 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Claim File # 4303
F6665 E D
JUN 1 7 1967
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUN 15 1 03 PM '67
CLAY MYERS
SECRETARY OF STATE

June 14, 1967

Armco Steel Corporation
130 East Fifth Avenue
Denver, Colorado 80203

Attention: Mr. R. W. Sanders
Regional Credit Manager

Gentlemen:

This is to acknowledge receipt of your claim letter of June 9 stating that J. C. Denton & Sons, Inc. (subcontractor) owes you for materials in the amount of $3,411.20.

This appears to be in reference to the S. A. Hutchins & Assoc. Construction Co. Contract No. 6665 for grading and paving on the Rink Creek-Glen Aiken Creek Section of the Coos Bay-Roseburg Highway in Coos County. The Reliance Insurance Company through Jewett, Barton, Leavy & Kern, Failing Building, Portland, Oregon, furnished the performance bond on this contract.

The Secretary of State's Office has informed us that your claim was filed in that office on June 12, 1967, and was assigned File No. 4303. This information will be noted in our records, and we will advise the surety of the receipt of your claim.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
wlw

cc Reliance Insurance Company
Jewett, Barton, Leavy & Kern
S. A. Hutchins & Assoc. Constr. Co.

NOTED
C. W. HEAD

RECEIVED
JUN 16 1967
OREGON
STATE HIGHWAY COMMISSION

bc Glenn L. Jackson
David B. Simpson
Fred W. Hill
Hon. Clay Myers

Please acknowledge receipt of this claim on the enclosed copy of this letter.

ARMCO STEEL CORPORATION

METAL PRODUCTS DIVISION

ADDRESS REPLY TO
130 EAST FIFTH AVENUE
DENVER, COLORADO 80203

June 9, 1967

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Secretary of State
State of Oregon
Salem, Oregon

SUBJECT: Oregon State Highway Contract No. 6665
Coos County, Oregon
S. A. Hutchins and Associates, Prime

Dear Sir:

Notice is hereby given that the undersigned, Armco Steel Corporation, has a claim in the sum of Three Thousand Four Hundred Eleven and 20/100 Dollars ($3,411.20) against S. A. Hutchins and Associates, the prime contractor, and the surety bond supplied by Reliance Insurance Company, 620 Oregon Bank Building, Portland, Oregon, to S. A. Hutchins and Associates, prime contractor.

Materials furnished:
Armco Galvanized: Flex-Beam Guardrail
Terminal Sections
Bolts, Nuts and Washers

Materials furnished to:
J. C. Denton & Sons, Inc.

Total Value of materials furnished	$13,795.06
Paid by J. C. Denton & Sons, Inc., sub.	10,384.76 CR
UNPAID BALANCE	$ 3,411.20

Very truly yours,

R. W. Sanders

R. W. Sanders
Regional Credit Manager

cc: Mr. Floyd Query, Secretary, Oregon State Highway Commission, Salem, Oregon CERTIFIED MAIL
S. A. Hutchins & Assoc., Box 190 Sutherlin, Oregon
M. R. Ambuhl, District Sales Manager - Portland
R. S. Shriver - Eugene
Alex Christy - Portland
J. C. Denton & Sons, Inc., 650 Morgan Bldg., Portland, Ore.

RECEIVED
JUN 12 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
APR 5 - 1967

FORM E-300C 6M—1-66 SP*23500-734

FORFILING
F-111 (X)
6665

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1967

REFERRED TO

By Asst. State Hwy. Engr

To: Mr. D. E. Moehring
Right of Way Engineer

SUBJECT: Rink Creek-Glen Aiken Section
Coos Bay-Roseburg Highway
R-24982
Coquille Valley Art Center
Wall complaint
Contract No. 6665

O f f i c e

I recently had two telephone calls relative to the above entitled matter.

In the first instance the Chairman called the undersigned from his office in Medford at a time when representatives of the Coquille Valley Art Center were in his office to discuss the matter with him. I informed Mr. Jackson at that time that I was only partially familiar with the file but that it was my understanding that there had been a form of release obtained from the Art Association at the time that the well in question was finally covered up in the course of constructing an approach or parking area on the remaining property. I informed Mr. Jackson I would review the file and call him back on the matter.

After having reviewed the file several days later I did return the telephone call and gave the Chairman a synopsis of the history of the matter pursuant to the correspondence in the file. This was to the effect that our construction people were of the definite opinion that the highway construction itself did not destroy the well. We further discussed the provision in the original option which provided that the State would provide a water supply of a quality and flow equal to that existing if the said existing well is destroyed through the State's operations. The Chairman was of the opinion, however, that either through the original moving of the building or subsequent operations that the obligation above referred to had not been complied with.

I was instructed that further negotiations should be had with the Art Center looking toward providing them with a source of water. It was his understanding that a new well would not be required but that a pump and chlorinator system taking the water from the river or creek would be satisfactory.

Would you please have our local representatives get in touch with the attorneys who have recently communicated with the department to continue the negotiations. They perhaps will refer you directly to the association. It is my understanding that Mr. George A. Ulett was the party who called upon the Chairman on this matter. I believe Right of Way Agent Morgan is entirely familiar with the matter and probably could take this further action.

G. E. ROHDE
Chief Counsel

GER:hg
cc: F. B. Klaboe
R. L. Porter
Joseph M. Morgan

RECEIVED
MAR 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Rink Cr. Glen AikenCr.		WEEK ENDING: March 17, 1967
		SECTION PREFIX: 6-1013
HIGHWAY: Coos Bay-Roseburg		COUNTY: Coos
NAME OF JOB: Rink Cr. Glen Aiken Cr.	KIND OF WORK: Grading & Paving	
CONTRACTOR: S. A. Hutchins & Assoc. Const. Co.	CONTRACT NUMBER: 6665	FEDERAL AID PROJECT NUMBER: F-111(8)
DATE OF CONTRACT: Aug. 17, 1965	DATE WORK STARTED: Aug. 17, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: Dec. 21, 1966	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $1,603,076.87		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $1,489,082.15	ENGINEERING AUTHORIZATION: $113,996.72	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,450,242.04	ENGINEERING COST TO DATE: $116,181.05	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
ESTIMATED PERCENT: OVERRUN / UNDERRUN 2.6%	PERCENT OF AUTHORIZATION 102 %	DATE PROJECT WAS COMPLETED: Dec. 21, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	none		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.03	2.03			2.03
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.03	2.03			2.03
TOTAL ESTIMATED QUANTITIES (CONTRACT)	629,240 cy	146,500 ton			11,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	664,240	127,000			14,250
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,350	258			30
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate has been completed and will be in the Division Office on Monday, 20 Mar. 67.

FINAL REPORT

SIGNED Bobby D. Johnson LOCATION Coquille

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAR 7 1967
FOR FILING

F 111(8)
6665

March 7, 1967

Mr. A. C. Walsh, Jr.
Berg, Berg and Walsh
Attorneys at Law
Ellingsen Building
Coquille, Oregon 97423

Dear Mr. Walsh:

Re: Rink Creek-Glen Aiken Section
Coos Bay-Roseburg Highway
R-24982
Coquille Valley Art Center

In reply to your letter of February 23, please be advised that, as you requested, we have again reviewed this matter.

We have been unable to find any new conditions which would cause us to change the decision set forth in our letter of February 17.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
G. E. Rohde
D. H. Moehring
L. R. Chandler (Enc.)
Bobby Johnson (Enc.)

(Construction-Legal) arb

FORM B-80 80M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1967

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Rink Creek-Glen Aiken Creek Section
Coos Bay-Roseburg Highway
Coquille Valley Art Center
Well Complaint
FBK Assignment No. 1456

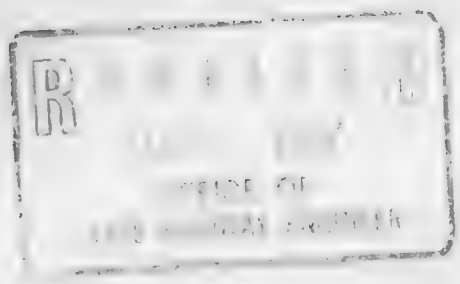
In accordance with your assignment request, I have reviewed this file with Mr. McKinney in the Legal Division and he then borrowed our file and reviewed the matter further with Mr. Rohde and prepared the attached rough draft reply to Attorney Berg's latest letter.

We concur in this brief response. Our past, more complete and thorough discussions have failed to conclude the matter, so this seems like a good approach.

F.D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB:sg
Enc.



BERG, BERG AND WALSH
ATTORNEYS AT LAW
ELLINGSEN BUILDING
COQUILLE, OREGON 97423

J. ARTHUR BERG
JOSEPH A. BERG
A. D. WALSH JR.

P. O. BOX 99
PHONE 396-3169

February 23, 1967

Routing

Morgan
Decker
Lond
Barbee
Walker
Glenn
Swan

RECEIVED
[illegible] 1967
CONSTRUCTION
DIVISION

Trout
Scott
Wills
Litchfield
Olson

State of Oregon
State Highway Department
Salem, Oregon

Attention: F. B. Klaboe
Assistant State Highway Engineer

RE: Rink Creek - Glen Aiken Section
Coos Bay - Roseburg Highway
Your File No. 24982

Gentlemen:

In response to your letter of February 17, 1967 in connection with the Coquille Valley Art Center, I wish to inform you that although the well in question did not produce a great quantity of water, it was sufficient for the needs of the Arts Center prior to the construction of the highway.

I, therefore, feel that there is liability on the part of your department and would appreciate it if you would review this file and contact this office.

Thanking you for your cooperation, I remain

BERG, BERG & WALSH

By A C Walsh Jr

JB:DHS

RECEIVED
FEB 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 24 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 20 1967
FOR FILING
F 111 (8)
6665

February 17, 1967

Mr. Joseph A. Berg
Berg, Berg & Walsh
Attorneys at Law
Ellingsen Building
Coquille, Oregon 97423

Dear Mr. Berg:

Re: Rink Creek-Glen Aiken Section, Coos Bay-Roseburg Highway, R/W File No. 24982
Coquille Valley Art Center

This will reply to your February 8 letter on behalf of the Coquille Valley Art Center to the attention of Mr. F. D. Morgan concerning the water supply for the Center at their property located on the subject section. Requests for a new well have been made by various individuals since 1957. Since then, this matter has been reviewed several times; the various aspects have been investigated and considered by our Right of Way people, geologists, field and staff engineers.

The two affidavits you mention were forwarded by our Roseburg Division Office last November. They really add nothing new that is pertinent to the matter.

The State's liability toward providing a new well was contingent upon the effect of reconstruction of the highway. At the start of the highway reconstruction in 1965, we made a yield test on the well. This test showed the well to be very limited in production and easily pumped dry; in fact, two days later the water had recovered to only about a two-foot depth in the bottom of the well. Further observations confirmed a very slow rate of recovery.

At a later stage of the highway reconstruction last year, a request was made on behalf of the Coquille Valley Art Association for certain revisions of the approaches serving the Center. The requested work involved grading in the immediate vicinity of the well, which our

field people, being aware of the right-of-way provision, refused to authorize without a release from the Art Association relieving the State of any further responsibility to the well. Such a release was given over the signature of the president of the Association, and the grading work requested was subsequently done.

We believe the facts simply do not indicate any obligation on the part of the State to provide a new water supply to the Center.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
G. E. Rohde
D. H. Moehring
L. R. Chandler
Bobby Johnson

JAB:sg arb

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1967

SUBJECT: Rink Creek-Glen Aiken Creek Section
Coos Bay-Roseburg Highway
Coquille Valley Art Center
Well Complaint

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

We have received the attached February 8 letter from Attorney Joseph A. Berg on behalf of the Coquille Valley Art Center, making a further request that the State provide a new well for the Center's use. This is the latest of a long series of requests going back to a 1957 right of way transaction. At that time, the Art Association was buying the property involved from a school district and in obtaining a strip of right of way from them, we moved their building and also agreed "that if the water supply available from the grantor's existing well shall be impaired, damaged, or destroyed by reason of highway construction, the grantee shall provide a water supply of a quality and flow equal to that of the existing well."

The highway reconstruction was started in August, 1965 on Contract 6665 and was completed in December, 1966. The complaint started, therefore, some eight years prior to the construction. The two affidavits mentioned in Mr. Berg's letter were submitted several months ago via the Division office and really offer nothing new.

Our past refusal to acknowledge any liability has been based on a belief that the well was inadequate even before the right of way transaction. We believe the following reasons substantiate this position:

1) The pleas for a new well have been presented repeatedly before the highway reconstruction, upon which our obligation was supposed to be contingent.

2) When the property was used as a school, the well supply was supplemented by another source from across the road.

3) It has been claimed that the well was disturbed in digging the basement for the relocated building; however, a cross section shows that the basement is 97 feet away and the basement floor elevation is only 13 feet lower than the ground level at the well and 20 feet above the bottom of the well.

4) A pump test of the well made by one of our geologists in August 1965 (at the start of the construction project) emptied the well in 178 minutes at rates of from 8.33 to 10 gallons per minute; and two days later, the water had recovered to only about a 2-foot depth in the bottom of the well.

5) During the construction project last year, representatives of the Art Association requested that the approaches to the property be revised. The approaches were adequate, but we learned the reason for the request was to provide more parking on their property. The requested work involved grading in the immediate vicinity of the well, which our field people, being aware of the right of way promise, refused to do without a release from the Association relieving us of any further responsibility with respect to the well. Subsequently, the president of the Association signed such a release after which we revised the approaches. Attorney Berg does not seem aware of this.

We have prepared the attached rough draft as a suggested reply. Mr. McKinney in the Legal Division has reviewed it and approves. Or, if you prefer, he will make the reply.

F.D. Morgan
Construction Engineer

By
John A. Bond
Staff Assistant

JAB:sg
Attachment

RECEIVED
FEB 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BERG, BERG AND WALSH
ATTORNEYS AT LAW
ELLINGSEN BUILDING
COQUILLE, OREGON 97423

J. ARTHUR BERG
JOSEPH A. BERG
A. C. WALSH JR.

P. O. BOX 99
PHONE 396-2169

February 8, 1967

State Highway Department
Room 1057, State Highway Building
Salem , Oregon

Attention: F. D. Morgan

RE: Coquille Valley Art Center

Dear Mr. Morgan:

Please be advised that this office represents the Coquille Valley Art Center and they have contacted us in connection with the destruction of their well by the State Highway Department.

It is my understanding that you have in your possession certain affidavits disclosing that the Art Center did, in fact, have water for their own use prior to the construction of the new highway. This construction impaired and destroyed their water supply. It is estimated that to drill a new well and equip it would cost between $1,500 and $2000.

If you have any questions in connection with this matter, it would be appreciated if you would contact the undersigned.

Respectfully yours,

BERG, BERG & WALSH

By Joseph A. Berg

JB:DHS

SUMMARY OF CONSTRUCTION DIVISION FILE --- COQUILLE VALLEY ART CENTER -- WELL COMPLAINT
Rink Creek - Glen Aiken Creek Section
Coos Bay-Roseburg Highway

Date	Correspondence to:	From:
2/8/67	F.D. Morgan	Joseph A. Berg, Attorney for Coquille Valley Art Center (new request for well)
1/13/67	L.R. Chandler	John Bond (previous recommendations unchanged by January 4, 1967 meeting of George Ulett with Morgan)
1/9/67	L.R. Chandler	Bobby Johnson (no re-grading done at approaches before release)
12/23/66	John Bond	Bobby Johnson (transmitting cross section)
12/66	Field X-sections of the area showing original ground line, final re-measure, well and basement elevations	
11/29/66	F.D. Morgan	L.R. Chandler (summary of complaint history and with affidavits from V.E. McKinney and Gary Sipe)
8/30/66	L.R. Chandler	Teletype from John Oakes, Right of Way (with copy of Water Supply Investigation Chart dated August 17, 1965)
/5/66	F.D. Morgan	John Bond (reporting on discussion with Frank McKinney of Legal Division)
8/2/66	F.D. Morgan	J.B. Boyd (with letter of 8/2/66 to J. Arthur Berg, Attorney from Boyd)
7/29/66	L.R. Chandler	Bobby D. Johnson (history of the well, with sketch map)
5/13/66	Bobby Johnson	Charlotte C. Schussler, President, Coquille Valley Art Association (permission to destroy the well when connection is made)

Coquille Valley Art Center Correspondence con't.

8/17/65	Water Supply Investigation Chart	Rodney D. Halter, O.S.H.D. Geologist
7/26/65	L.R. Chandler	J.M. Morgan, Right of Way Agent, Roseburg (requesting well test)
7/31/59	F.D. Morgan	Dan Gano, Geologist, Roseburg (investigation of well)
7/10/59	Dan Gano	J.F. Putnam (referring complaint)
7/8/59	Miss Elsie Potterf, Secretary, Coquille Valley Art Assoc.	W.C. Williams, State Hwy. Engineer (cannot replace well until it has been determined construction activity destroyed well)
/29/59	W.C. Williams	Elsie Potterf, Sec'y., Coquille Valley Art Assoc. (well is damaged)
6/5/58	Larry Holt, Right of Way Supervisor, Roseburg	Mrs. Vicki Rhodes, Highway Committee Chairman, Coquille Valley Art Assoc. (ran out of water - had fire department refill the well)
3/10/58	Mrs. Vicki Rhodes	Larry Holt (highway not yet scheduled for reconstruction)
3/5/58	Larry Holt	Mrs. Vicki Rhodes (when will there be construction)
7/2/57	Larry Holt	R.L. Porter (transmitting Lloyd Woolfe report-disclaim responsibility for well)
6/28/57	Mrs. Vicki Rhodes	Larry Holt (transmitting 6/25/57 letter to Gil Decker from Lloyd Woolfe, Staff Geologist)
/13/57	Larry Holt	Mrs. Vicki Rhodes (transmitting deed; no water)
5/27/57	Mr., Virgil McKinney	Chris Wheeler, Assistant to State Engineer (with letter of 5/20/57 from Virgil McKinney to State Engineer; advises re water rights laws)
3/21/57	Mrs. Vicki Rhodes	Larry Holt (will review water matter on the ground)
3/13/57	Larry Holt	Mrs. Vicki Rhodes (well went dry during building move)

RECEIVED
FEB 10 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F. 111(2)

616

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 10, 1967

1264
1385

Berg, Berg and Walsh
Attorneys at Law
Ellingsen Building
Coquille, Oregon 97423

FILED
E. B. KABNS

Re: R-37497
Virgil E. McKinney
Rink Creek-Glen Aiken Creek Sec.
Coos Bay-Roseburg Highway

Attention: Mr. Joseph A. Berg

Dear Mr. Berg:

Mr. Klaboe has referred to me your letter advising that no contact has been made with you with reference to the complaint of the above property owner.

The matter was directed to our Division office in Roseburg where the original right of way transaction with Mr. McKinney was consummated for investigation, appraisal, and further negotiation. Mr. Riley, the Supervisor in that office, is giving the matter his personal attention and you may have been contacted prior to the receipt of this letter. I trust that a successful and satisfactory conclusion will result.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:hg

BERG, BERG AND WALSH
ATTORNEYS AT LAW
ELLINGSEN BUILDING
COQUILLE, OREGON 97423

J. ARTHUR BERG
JOSEPH A. BERG
A. S. WALSH JR.

P. O. BOX 99
PHONE 396-3169

January 30, 1967

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention F. B. Klaboe

Re: Virgil E. McKinney
Rink Creek-GlenAikenSection
Coos Bay - Roseburg highway

Dear Mr. Klaboe:

Since receiving your letter of January 6, 1967 I have not been contacted by your right-of-way division and my client is quite anxious to have this matter concluded one way or the other.

It would be appreciated if you could see what could be done to expedite this matter.

Respectfully yours,

BERG, BERG & WALSH

Joseph A. Berg

JAB:ds

NOTED
F. B. KLABOE

RECEIVED
JAN 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 31 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 7 - 1967
FOR FILING

F-111 (F)
6665

Agenda I
1e-2
RIW 26579

Salem, Oregon
February 6, 1967

File No. 37583
Rink Creek-Glen Aiken Creek
Section
Coos Bay-Roseburg Highway
Coos County

Mr. G. E. Rohde
Chief Counsel
BUILDING

Attention: Mr. Earl F. Saling
Right of Way Office Manager

Attached for further handling are two fully executed copies of an Indenture of Access to James P. and Frances M. Adamek covering land on the above-mentioned property.

A conformed copy of this indenture has been retained for the Commission's files.

Floyd Query, Secretary

lmr
Att.

RECEIVED
MAR 1 - 1967
FOR FILING

F-111(8)
6665

#13

February 1, 1967

S.A. Hutchins & Assoc. Construction Co.
P.O. Box 190
Sutherlin, Oregon 97479

Gentlemen:

The State Highway Commission at its meeting on January 31 considered your request for an extension of time on Contract No. 6665 on the Rink Creek-Glen Aiken Creek Section of the Coos Bay-Roseburg Highway in Coos County.

After considering the recommendation of the Engineer and other available information, the Commission extended the specified completion date to December 21, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc L.R. Chandler
Bobby Johnsen
L.H. Young
F.D. Morgan
C.H. Maison
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6665 Contractor S. A. Hutchins and Assoc. Const Co.

Highway Coos Bay-Roseburg

Section Rink Creek-Glen Aiken Creek

Kind of Work Grading & Paving

It is recommended that such extension be granted as requested under the following terms and conditions:

Based on extra work involved in slide repair, fill settlement, culvert repair, etc., and an extension of the project justify an extension to December 21, 1966.

Recommended for Approval:

Jay B Boyd
Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6665

Project designation F-111-(8) State—Federal

Date awarded August 17, 1965

Work started 8-17-65

Per cent completed 97 11/14/66 Date

Specified completion date September 15, 1966

Previously extended to N.A.

Extension requested to December 21, 1966

Form E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date October 11, 1966

Gentlemen:

We, the undersigned, respectfully request an extension of 65 days time, from September 15, 1966, to November 19, 1966, within which to complete our Contract No. 6665, described as follows: County, Coos; Highway, Coos Bay-Roseburg; Section, Rink Creek-Glen Aiken Creek; Kind of Work, Grading and Paving

The above request is based upon the following reasons: Additional work and extra material authorized by Price Agreement 1 thru 7 which have made it necessary to apply for an extention of time due to the nature of the work involved.

Respectfully submitted,

S A Hutchins and Associates Construction Co.
Contractor

By Selman A Hutchins
President

CONSENT OF SURETY

Date October 12, 1966

We, RELIANCE INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

S.H. Melrose, Jr.
Attorney-in-fact

(SEAL)

J. B. L. & K. CORPORATION

Resident Agent

State Printing 97813

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1967

SUBJECT: Extension of Time
Rink Creek-Glen Aiken Creek Section
Coos Bay-Roseburg Highway
Contract No. 6665

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is a request from S.A. Hutchins and Associates Construction Company for an extension of the specified completion date from September 15 to November 19, 1966. The contractor's request is based on additional work added to the contract by price agreements.

Bids for this contract were received on August 10, 1965. The contract was awarded and the contractor started work on August 17, 1965. On May 31, 1966, an embankment failure occurred just easterly of Glen Aiken Creek at a 36-inch culvert. The culvert was re-installed, counterbalances constructed, fencing relocated, and additional material was placed on the embankment to act as a surcharge which later had to be removed.

Another delaying factor occurred at Glen Aiken Creek, which is carried under the new highway by means of an 84-inch culvert. This culvert showed signs of failure due to differential settlement and corrective measures involving the placing of internal reinforcing bands were started. To insure the safety of the adjacent roadbed, twin 48-inch culverts were installed just westerly, to act as a relief structure in the event that the 84-inch culvert failed completely. The installation of these twin culverts involved opening approximately 300 feet of fill which had been brought to grade.

All of the work in connection with the embankment failure and culvert changes required a total of 56 days to complete; however, other work was in progress and, therefore, an extension on a straight day-to-day basis is not justified. We do feel that the corrective work constituted approximately 50 per cent of the contractor's effort and/or delayed his normal contract work by that amount. An extension of 28 days is therefore justified.

On May 31, 1966, the project was extended on the southeasterly end by a price agreement. This extension (non-participating) amounts to almost $54,000 and represents 4 per cent of the original contract amount. A straight time-money relationship is not valid in this instance, since some of the more expensive contract items were not included in the extension. This extension also increased the project length by nearly one-half mile, and represents over 23 per cent of the original contract length. A straight time-length relationship is not valid either, since there is no mobilization, winter dormant period, quarry development, etc. The proper time which should be allowed for this project extension lies somewhere between the two relationships noted above. It was probably intended when the project was extended on May 31, 1966 that the project would still be completed in the current construction season. It is reasonable to assume that an extension from September 15 to October 30 would accomplish this purpose and would have been agreeable to us at the time. This equals a 45-day extension (11.4% of the original time). We believe an extension of this amount is justified for just the project extension.

The work involved in correcting the embankment failure and performing the extended portion of the contract are of necessity so intermingled with the regular contract work that a complete separation of time required for each cannot be determined.

Attached is a progress chart covering the general excavation, surfacing, and paving items. The two flat spots in the general excavation line, following the fill failure, represent delays while the contractor regrouped his activities. Just beyond the second flat spot, the rate of activity is also decreased over what could have been expected had the fill failure and project extension not occurred. It is reasonable to assume that had the embankment not failed and had we not increased the project limits, the remaining work would have been accomplished within the original time specified.

The specified completion date on this project was September 15, 1966. Extensions recommended above total 73 days which would go to November 27. The project was completed December 21, 1966. From November 27 to December 21, a majority of the work done was on slide removal, rock inlays, and patching surface through fill settlements, all on the original contract section, and all un-anticipated.

Therefore, 97 days of excess time was used which represents $19,400 in liquidated damages, based on the penalty rate of $200 per day. We recommend that the specified completion date be extended to December 21, 1966. This will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engineer. Although they are not participating in the extended portion of the contract, it has a very definite bearing on the final completion of this project. The Area Engineer has indicated that our reasons for granting an extension appear to be valid, but would not state that they would definitely concur in all of the time we are recommending.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

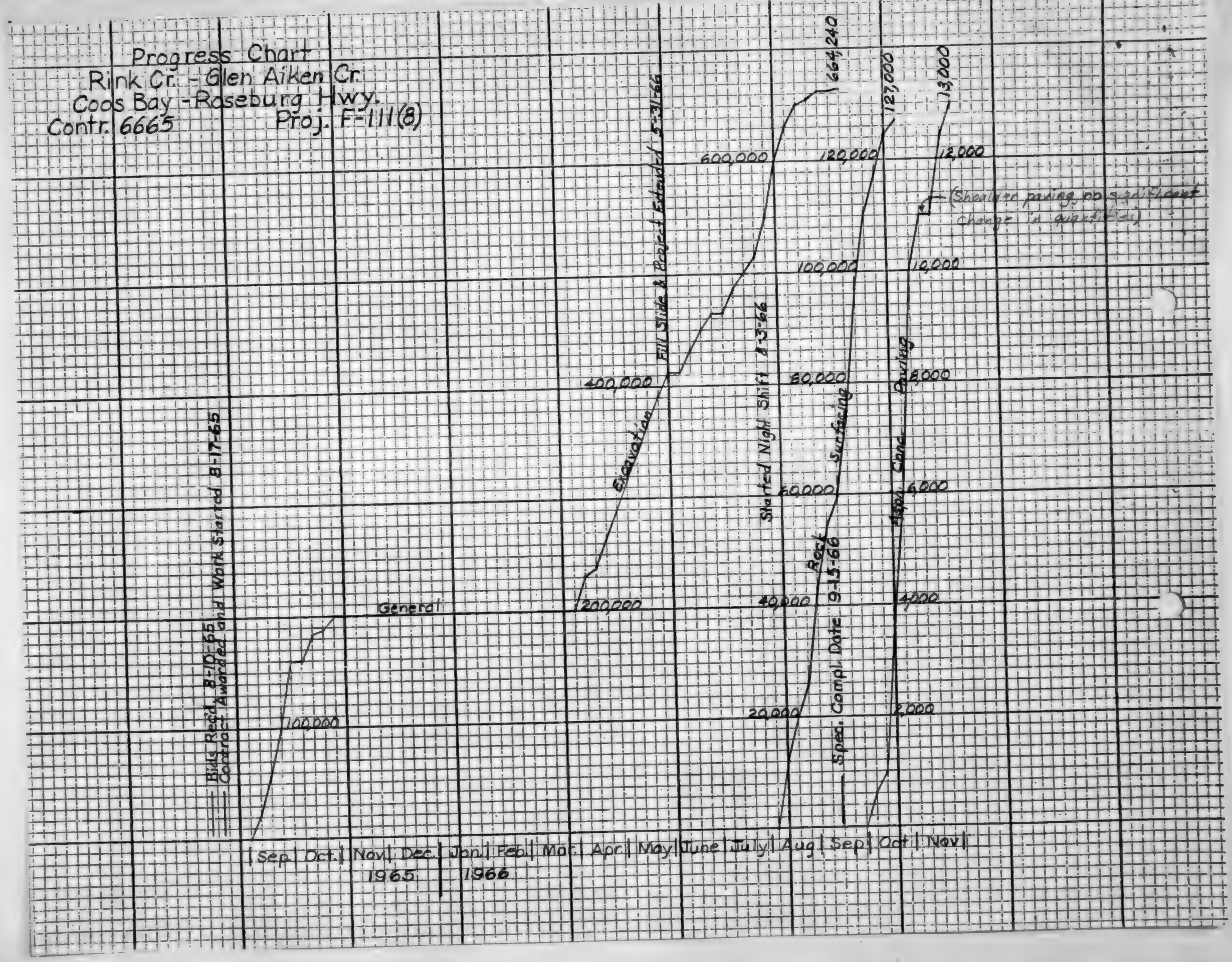
JAB:sg
Attachments

cc: L.H. Young

RECEIVED
JAN 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Progress Chart

Rink Cr. - Glen Aiken Cr.
Coos Bay - Roseburg Hwy.
Contr. 6665 Proj. F-111(8)



STATE COPY

Monthly transaction number 2-13	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Coos
Modification number 1		Project number F-111(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 20, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,558,654.00	$ 1,562,082.00
Federal funds	$ 986,500.00	$ 991,100.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include work by P. P. & L. Co.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 30th day of January, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By _____
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. F-111(8)

RINK CR.-GLEN AIKEN CR. SECTION

OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices. This estimate revised to include work by Pacific Power and Light Co.)

Salem, Oregon, January 17, 1967

Type Code 6204
Roadway (Sta. 72+00 to Sta. 179+00)(Contract No. 6665)

Previous subtotal on estimate of Sept. 29, 1965		$1,416,959.00
Revised Estimate		
Work by Pacific Power and Light Co.	All Required	$ 3,115.66
	Net Increase	$ 3,115.66
	Subtotal	$1,420,074.66
	10% Engr. & Cont.	142,007.34
	Total	$1,562,082.00

Length of Project - - - - - - - - - - - 2.026 miles
Cost of Roadway Per Mile - - - - - - - $771,017.77

Federal Funds -	$ 991,100.00
State Funds -	570,982.00
	$1,562,082.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

RINK CREEK-GLEN AIKEN CREEK SECTION

F-111(8)

Work by Pacific Power and Light Co.

Installation		$ 9,152.37
Removal		3,210.17
Related		883.68
Salvage Credit		(1,821.00)
	Total	$11,425.22
State Share 27.27%	Lump Sum	$ 3,113.66

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
NOV 16 1965

PROJECT DESCRIPTION NO.
FOR FILING
F-111(8)
6665

FORM R-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

10-20-65

STATE: Oregon

COUNTY: Coos

PROJECT NO.: F-111(8)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Rink Creek-Glen Aiken Creek Section, Coos Bay-Roseburg Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-19-65	2.026
*OTHER *(Specify)*		

FUNDS — Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,558,654.00	$ 986,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. H. Baldock

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. V. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer OCT 20 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. F-111(8)

KINK CREEK-GLEN AIKEN CREEK SECTION

OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Sept. 29, 1965

Type Code 6204
Roadway (Sta. 72+00 to Sta.179+00)(Contract No. 6665)

Clearing and Grubbing	All Req.		$ 65,000.00
Ditch Excavation, Unclassified	240 cu.yd.	$ 3.00	720.00
General Excavation, Unclassified	531,000 cu.yd.	0.625	331,875.00
Embankment Foundation Excavation, Unclassified	42,000 cu.yd.	0.90	37,800.00
Overhaul	90,000 C-yd.sta.	0.40	36,000.00
Special Borrow Excavation, Unclassified	50,000 cu.yd.	0.65	32,500.00
Extra for Selected Rock Inlay Material	4,900 cu.yd.	0.40	1,960.00
Finishing Roadbed and Slopes	2 mile	1,500.00	3,000.00
Rounding Cutbanks	7,200 lin.ft.	0.22	1,584.00
Trench Excavation	6,000 cu.yd.	2.75	16,500.00
Special Backfill in Drains	2,900 cu.yd.	7.00	20,300.00
Watering	2,430 M-gal.	3.00	7,290.00
1" - 0 Material in Base	32,000 ton	2.25	72,000.00
Stone Base	81,000 ton	2.25	182,250.00
Cement Treated Base Mixture	33,500 ton	3.25	108,875.00
Portland Cement in Cement Treated Base Mixture	1,500 ton	31.00	46,500.00
RS-1 Asphalt in Seal	60 ton	60.00	3,600.00
1" - 0 Aggregate in Prime Coat	56 cu.yd.	9.50	532.00
MC-250 Asphalt in Prime Coat	8 ton	60.00	480.00
Class "g" Asphalt Concrete Mixture	11,000 ton	9.75	107,250.00
Asphalt Cement in Mixture	500 ton	36.00	18,000.00
Class "A" Concrete	56 cu.yd.	75.00	4,200.00
Concrete Invert Lining	380 sq.yd.	12.00	4,560.00
Reinforcement	6,800 lb.	0.15	1,020.00
Loose Riprap	24,500 cu.yd.	3.00	73,500.00
151"-4" Structural Plate Pipe Arch	190 lin.ft.	130.00	24,700.00
12-inch Culvert Pipe	1,070 lin.ft.	3.50	3,745.00
18-inch Culvert Pipe	1,170 lin.ft.	5.25	6,142.50
24-inch Culvert Pipe	860 lin.ft.	7.50	6,450.00
36-inch Culvert Pipe	800 lin.ft.	19.50	15,600.00
84-inch Culvert Pipe	300 lin.ft.	58.00	17,400.00
6-inch Drain Pipe	5,300 lin.ft.	2.00	10,600.00
8-inch Drain Pipe	12,000 lin.ft.	2.40	28,800.00
12-inch Drain Pipe	800 lin.ft.	3.50	2,800.00

Salvage and Re-lay Pipe	56 lin.ft.	$ 4.00	$ 224.00
18-inch Culvert End Sections	2 only	40.00	80.00
24-inch Culvert End Sections	3 only	52.50	157.50
36-inch Culvert End Sections	1 only	130.00	130.00
Concrete Manholes	1 only	500.00	500.00
Concrete Inlets, Type G-2K	6 only	140.00	840.00
Concrete Junction Boxes	1 only	175.00	175.00
Extra for A.C. Concrete Approaches	32 only	35.00	1,120.00
Guide Posts, Type M-1	110 only	7.60	836.00
Guide Posts, Type Y-1	60 only	8.00	480.00
Guard Rail	10,100 lin.ft.	2.45	24,745.00
Rail End Pieces	26 only	5.00	130.00
Guard Rail Blocks	820 only	2.50	2,050.00
Extra Guard Rail Posts	44 only	8.00	352.00
Settlement Plates	8 only	30.00	240.00
2-inch Steel Water Pipe	200 lin.ft.	1.60	320.00
Piezometers	7 only	175.00	1,225.00
1/4-inch Black Iron Pipe	700 lin.ft.	0.90	630.00
1-inch Steel Water Pipe	180 lin.ft.	1.20	216.00
Type 2 Fence	50 rod	10.00	500.00
Furnishing Field Laboratory Building	All Req.		600.00
			$1,329,084.00
Flagging (57½ of contractor's cost)	All Req.		$ 5,000.00
Seeding and Mulching	All Req.		6,875.00
Adjust Water Lines (Private)	All Req.		1,000.00
Slide Removal			50,000.00
Horizontal Drains			25,000.00
			$ 87,875.00
		Subtotal	$1,416,959.00
		10% Engr. & Cont.	141,695.00
		Total	$1,558,654.00

Length of Project - - - - 2.026 miles
Cost of Roadway per Mile- $769,325.76

Federal Funds -	$ 986,500.00
State Funds -	572,154.00
	$1,558,654.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. F-111(8)

RINK CREEK-GLEN AIKEN CREEK SECTION

OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 20, 1965

Type Code 6204
Roadway (Sta. 72+00 to Sta. 179+00)

Clearing and Grubbing	All Required			$ 35,000.00
Ditch Excavation, Unclassified	240	cu.yd.	$ 2.50	600.00
General Excavation, Unclassified	531,000	cu.yd.	0.65	345,150.00
Embankment Foundation Excavation, Unclassified	42,000	cu.yd.	0.90	37,800.00
Overhaul	90,000	C-yd.sta.	0.40	36,000.00
Special Borrow Excavation, Unclassified	50,000	cu.yd.	0.65	32,500.00
Extra for Selected Rock Inlay Material	4,900	cu.yd.	0.25	1,225.00
Finishing Roadbed and Slopes	2	mile	1,500.00	3,000.00
Rounding Cutbanks	7,200	lin.ft.	0.20	1,440.00
Trench Excavation	6,000	cu.yd.	3.00	18,000.00
Special Backfill in Drains	2,900	cu.yd.	7.00	20,300.00
Watering	2,430	M-gal.	3.00	7,290.00
1" - 0 Material in Base	32,000	ton	1.95	62,400.00
Stone Base	81,000	ton	1.75	141,750.00
Cement Treated Base Mixture	33,500	ton	3.00	100,500.00
Portland Cement in Cement Treated Base Mixture	1,500	ton	30.00	45,000.00
MS-1 Asphalt in Seal	60	ton	60.00	3,600.00
1" - 0 Aggregate in Prime Coat	56	cu.yd.	6.00	336.00
RC-250 Asphalt in Prime Coat	8	ton	60.00	480.00
Class "B" Asphalt Concrete Mixture	11,000	ton	5.00	55,000.00
Asphalt Cement in Mixture	500	ton	36.00	18,000.00
Class "A" Concrete	56	cu.yd.	60.00	3,360.00
Concrete Invert Lining	380	sq.yd.	10.00	3,800.00
Reinforcement	6,800	lb.	0.15	1,020.00
Loose Riprap	24,500	cu.yd.	4.00	98,000.00
15'-4" Structural Plate Pipe Arch	190	lin.ft.	130.00	24,700.00
12-inch Culvert Pipe	1,070	lin.ft.	3.75	4,012.50
18-inch Culvert Pipe	1,170	lin.ft.	5.00	5,850.00
24-inch Culvert Pipe	860	lin.ft.	8.00	6,880.00
36-inch Culvert Pipe	800	lin.ft.	14.50	11,600.00
84-inch Culvert Pipe	300	lin.ft.	60.00	18,000.00
6-inch Drain Pipe	5,300	lin.ft.	2.00	10,600.00
8-inch Drain Pipe	12,000	lin.ft.	2.50	30,000.00
12-inch Drain Pipe	800	lin.ft.	3.75	3,000.00
Salvage and Relay Pipe	56	lin.ft.	4.00	224.00

18-inch Culvert End Sections	2 only	$ 40.00	$ 80.00
24-inch Culvert End Sections	3 only	55.00	165.00
36-inch Culvert End Sections	1 only	135.00	135.00
Concrete Manholes	1 only	300.00	300.00
Concrete Inlets, Type G-2M	6 only	150.00	900.00
Concrete Junction Boxes	1 only	200.00	200.00
Extra for A.C. Concrete Approaches	32 only	35.00	1,120.00
Guide Posts, Type W-1	110 only	7.50	825.00
Guide Posts, Type Y-1	60 only	8.00	480.00
Guard Rail	10,100 lin.ft.	2.50	25,250.00
Rail End Pieces	26 only	5.00	130.00
Guard Rail Blocks	820 only	2.00	1,640.00
Extra Guard Rail Posts	44 only	9.00	396.00
Settlement Plates	8 only	25.00	200.00
2-inch Steel Water Pipe	200 lin.ft.	1.50	300.00
Piezometers	7 only	150.00	1,050.00
1/4-inch Black Iron Pipe	700 lin.ft.	1.00	700.00
1-inch Steel Water Pipe	180 lin.ft.	1.25	225.00
Type 2 Fence	50 rod	10.00	500.00
Furnishing Field Laboratory Building	All Required		500.00
		Subtotal	$1,221,513.50
Flagging (57½% of contractor's cost)	All Required		5,000.00
Seeding and Mulching	All Required		6,875.00
Adjust Water Lines (Private)	All Required		1,000.00
Slide Removal			50,000.00
Horizontal Drains			25,000.00
			$ 87,875.00
Adjust Utilities			
Work by Pacific Power and Light	All Required		$ 5,000.00
Work by West Coast Telephone Co.	All Required		3,000.00
		Subtotal	$1,317,388.50
		10% Engr. & Cont.	131,738.50
			$1,449,127.00

Length of Project - - - - - - - - - - 2.026 miles
Cost of Roadway per mile - - - - - $715,265.05

Federal Funds -	$ 898,400.00
State Funds -	550,727.00
	$1,449,127.00

Oregon State Highway Department

Federal-Aid
Project No. F-111(8)

RUNK CREEK-GLEN AIKEN CREEK SECTION

OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate to accompany the plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 14, 1965

Type Code 4254
Roadway (Sta. 72+00 to Sta. 179+00)

Clearing and Grubbing	All Required			$ 35,000.00
Ditch Excavation, Unclassified	240	cu.yds.	$ 2.50	600.00
General Excavation, Unclassified	531,000	cu.yds.	0.65	345,150.00
Embankment Foundation Excavation, Unclassified	42,000	cu.yds.	0.90	37,800.00
Overhaul	90,000	C-yd.stas.	0.40	36,000.00
Special Borrow Excavation, Unclassified	50,000	cu.yds.	0.65	32,500.00
Extra for Selected Rock Inlay Material	4,900	cu.yds.	0.25	1,225.00
Finishing Roadbed and Slopes	2	miles	1,500.00	3,000.00
Rounding Cutbanks	7,200	lin.ft.	0.20	1,440.00
Trench Excavation	6,000	cu.yds.	3.00	18,000.00
Special Backfill in Drains	2,900	cu.yds.	7.00	20,300.00
Watering	2,430	M-gals.	3.00	7,290.00
1" - 0 Material in Base	32,000	tons	1.95	62,400.00
Stone Base	81,000	tons	1.75	141,750.00
Cement Treated Base Mixture	33,500	tons	3.00	100,500.00
Portland Cement in Cement Treated Base Mixture	1,500	tons	30.00	45,000.00
RS-1 Asphalt in Seal	60	tons	60.00	3,600.00
1" - 0 Aggregate in Prime Coat	56	cu.yds.	6.00	336.00
RC-250 Asphalt in Prime Coat	8	tons	60.00	480.00
Class B Asphalt Concrete Mixture	11,000	tons	5.00	55,000.00
Asphalt Cement in Mixture	500	tons	36.00	18,000.00
Class A Concrete	56	cu.yds.	60.00	3,360.00
Concrete Invert Lining	380	sq.yds.	10.00	3,800.00
Reinforcement	6,800	lbs.	0.15	1,020.00
Loose Riprap	24,500	cu.yds.	4.00	98,000.00
15'4" Structural Plate Pipe Arch	190	lin.ft.	130.00	24,700.00
12-inch Culvert Pipe	1,070	lin.ft.	3.75	4,012.50
18-inch Culvert Pipe	1,170	lin.ft.	5.00	5,850.00
24-inch Culvert Pipe	860	lin.ft.	8.00	6,880.00
36-inch Culvert Pipe	800	lin.ft.	14.50	11,600.00
84-inch Culvert Pipe	300	lin.ft.	60.00	18,000.00
6-inch Drain Pipe	5,300	lin.ft.	2.00	10,600.00
8-inch Drain Pipe	12,000	lin.ft.	2.50	30,000.00
12-inch Drain Pipe	800	lin.ft.	3.75	3,000.00
Salvage and Relay Pipe	56	lin.ft.	4.00	224.00
18-inch Culvert End Sections	2	only	40.00	80.00
24-inch Culvert End Sections	3	only	55.00	165.00

36-inch Culvert End Sections	1 only	$ 135.00	$ 135.00
Concrete Manholes	1 only	300.00	300.00
Concrete Inlets, Type C-2M	6 only	150.00	900.00
Concrete Junction Boxes	1 only	200.00	200.00
Extra for A.C. Concrete Approaches	32 only	35.00	1,120.00
Guide Posts, Type W-1	110 only	7.50	825.00
Guide Posts, Type Y-1	60 only	8.00	480.00
Guard Rail	10,100 lin.ft.	2.50	25,250.00
Rail End Pieces	26 only	5.00	130.00
Guard Rail Blocks	820 only	2.00	1,640.00
Extra Guard Rail Posts	44 only	9.00	396.00
Settlement Plates	8 only	25.00	200.00
2-inch Steel Water Pipe	200 lin.ft.	1.50	300.00
Piezometers	7 only	150.00	1,050.00
1/4-inch Black Iron Pipe	700 lin.ft.	1.00	700.00
1-inch Steel Water Pipe	180 lin.ft.	1.25	225.00
Type 2 Fence	50 Rod	10.00	500.00
Furnishing Field Laboratory Building	All Required		500.00
	Subtotal		$1,221,513.50
Flagging (57½ of Contractor's Cost)	All Required		$ 5,000.00
Seeding and Mulching	All Required		6,875.00
Adjust Water Lines (Private)	All Required		12,875.00
Adjust Utilities			
Work by Pacific Power and Light	All Required		$ 5,000.00
Work by West Coast Telephone Co.	All Required		3,000.00
			$ 8,000.00
	Subtotal		$1,242,388.50
	10% Engr. & Cont.		124,238.50
	Total		$1,366,627.00

Length of Project - - - - - - - - - - - - - - 2.026 miles
Cost of Roadway per mile - - - - - - - - - $674,544.43

Federal Funds -	$ 867,124.00
State Funds -	499,503.00
	$1,366,627.00

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Rink Cr. - Glen Aiken Cr.		WEEK ENDING: January 27, 1967
		SECTION PREFIX: 6-1017
HIGHWAY: Coos Bay - Roseburg		COUNTY: Coos
NAME OF JOB: Rink Cr. - Glen Aiken Cr.	KIND OF WORK: Grading and Paving	
CONTRACTOR: S. A. Hutchins & Assoc. Constr. Co.	CONTRACT NUMBER: 6665	FEDERAL AID PROJECT NUMBER: F-111 (8)
DATE OF CONTRACT: August 17, 1965	DATE WORK STARTED: August 17, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $1,603,076.87	SPECIFIED COMPLETION DATE: Sept. 15, 1966	PERCENT OF TIME ELAPSED: 124
EXCLUSIVE OF ENGINEERING: $1,489,082.15	ENGINEERING AUTHORIZATION: $113,996.72	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,457,347.95	ENGINEERING COST TO DATE: $114,915.14	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2 %	PERCENT OF AUTHORIZATION: 101%	DATE PROJECT WAS COMPLETED: December 21, 1966 Semi-Final will be submitted March 1, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	none		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.03	2.03			2.03
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.03	2.03			2.03
TOTAL ESTIMATED QUANTITIES (CONTRACT)	629,240 cy	146,500 ton			11,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	634,240 cy	127,000 ton			14,250 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	634,240 cy	127,000 ton			14,250 ton
AVERAGE DAILY QUANTITIES	1,350 cy	258 ton			30 ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Rain			Routing
TUESDAY	Rain			
WEDNESDAY	Rain			
THURSDAY	Rain			
FRIDAY	Rain			
SATURDAY				

RECEIVED
CONSTRUCTION
DIVISION
BEN CLIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project was completed December 21, 1966, Estimated date of submission of Semi-Final Estimate is March 1, 1967.

SIGNED Bobby D. Johnson LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BHTF216

[illegible] B 1367

FOR FILING
F-111 (8)
6665

January 24, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 13
January 31, 1967 meeting

Gentlemen:

S. A. Hutchins and Associates Construction Company, contractor on the Rink Creek-Glen Aiken Creek Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 6665, requests an extension of the specified completion date from September 15 to November 19, 1966. The contractor's request is based on additional work added to the contract by price agreements.

An embankment failure at the site of a 36-inch culvert required repair involving counterbalances, fencing, and a surcharge on the fill to expedite final consolidation. Due to differential settlement, an 84-inch culvert showed signs of failure at Glen Aiken Creek. Reinforcing bands were installed in the 84-inch pipe, and culvert revisions justify an extension of 28 calendar days since they effectively delayed the progress of the contractor's normal work.

This project was extended one-half mile by price agreement on the southeasterly end. An extension of 45 calendar days to perform this added work is justified.

Additional slope and fill settlement repair had to be made at a late stage and delayed final completion an additional 24 days.

I recommend that the specified completion date be advanced to December 21, 1966, which was the actual completion date. This will delete all the liquidated damages. This is a Federal-aid primary project and we have the concurrence of the Bureau of Public Roads. This matter will be on the agenda for the January 31, 1967 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

JAB:sg fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6663 Contractor B. A. Hutchins and Assoc. Const Co.

Highway Coos Bay-Roseburg

Section Rink Creek-Glen Aiken Creek

Kind of Work Grading & Paving

It is recommended that such extension be granted as requested under the following terms and conditions:

Based on extra work involved in slide repair, fill settlement, culvert repair, etc., and an extension of the project justify an extension to December 31, 1966.

Recommended for Approval:

Jay B. Boyd
Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6663

Project designation F-111 (8)
State—Federal

Date awarded August 17, 1965

Work started 8-17-65

Per cent completed 97 11/14/66
Date

Specified completion date September 15, 1966

Previously extended to December 31, 1966

Extension requested to December 19, 1966

Form B-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date October 11, 19 66

Gentlemen:

We, the undersigned, respectfully request an extension of 65 days time, from September 15 19 66, to November 19, 19 66, within which to complete our Contract No. 6665, described as follows: County, Coos; Highway, Coos Bay-Roseburg; Section, Rink Creek-Glen Aiken Creek; Kind of Work, Grading and Paving

The above request is based upon the following reasons: Additional work and extra material authorized by Price Agreement 1 thru 7 which have made it necessary to apply for an extention of time due to the nature of the work involved.

Respectfully submitted,

S A Hutchins and Associates Construction Co.

By S. Lehman A. Hutchins, President

CONSENT OF SURETY

Date October 12, 19 66

We, RELIANCE INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

S.B. Melrose, Jr. Attorney-in-fact
J. B. I. & K. CORPORATION

(SEAL)

Resident Agent

State Printing 97813

RECEIVED
JAN 16 1967

FORM E-30X—30M—10-62 44623
FOR FILING
F-111(8)
6665 NOTED
R L PORTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 13, 1967

SUBJECT: File R-37497 - McKinney
Rink Creek-Glen Aiken Creek
Coos Bay-Roseburg Highway

To: Mr. D. H. Moehring
Right of Way Engineer

O f f i c e

After our acquisition of right of way from the above party some slipping or sliding apparently occurred outside of our right of way line which affected the property.

On December 15, 1966, the law firm of Berg, Berg and Walsh of Coquille wrote to the Highway Department, claiming their clients' property had been damaged and requested that somebody from the Department discuss these damages with them.

Attached hereto is our file on this matter which was forwarded to me by Mr. Klaboe, along with his request that we have the damages appraised and a settlement negotiated.

Would you please assign this matter for appraisal on the damages and attempt to negotiate with the owners' attorney for a full release? When a final figure is determined we will be pleased to prepare the necessary release.

It appears our engineers do not believe it necessary for us to acquire any additional right of way.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks - attachment
cc: R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
L. R. Chandler
G. E. Rohde

RECEIVED
JAN 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 9 - 1967
BUILDING
F-111(F)
6665

Salem, Oregon 97310
January 6, 1967

McKinney Property Damage

Mr. G. E. Rohde
Chief Counsel
BUILDING

Attention Mr. Frank McKinney

I am enclosing copies of pertinent correspondence having to do with the claim of Mr. and Mrs. Virgil McKinney of Coquille concerning damage to their trailer site.

Please assess the value of these damages and attempt to negotiate a settlement with the McKinneys.

F. E. Klaboe
Assistant State Highway Engineer

FEK:srb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. R. Chandler

RECEIVED
JAN 9 - 1967
FOR FILING
F 111(8)
6645

January 6, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Extension of Time, Rink Creek-Glen Aiken Creek Section
Coos Bay-Roseburg Highway
Project No. F-111(8)

Dear Sir:

We have received from S. A. Hutchins and Associates Construction Company a request for an extension of the specified completion date from September 15 to November 19, 1966. The contractor's request is based on additional work added to the contract by price agreements.

Bids for this contract were received on August 10, 1965. The contract was awarded and the contractor started work on August 17, 1965. On May 31, 1966, an embankment failure occurred just easterly of Glen Aiken Creek at a 36-inch culvert. The culvert was reinstalled, counterbalances constructed, fencing relocated and additional material was placed on the embankment to act as a surcharge which later had to be removed.

Glen Aiken Creek is carried under the highway by means of an 84-inch culvert. This culvert showed signs of failure due to differential settlement and corrective measures involving the placing of internal reinforcing bands were started. To insure the safety of the adjacent roadbed, twin 48-inch culverts were installed just westerly to act as a relief structure in the event that the 84-inch culvert failed completely. The installation of these twin culverts involved opening approximately 300 feet of fill which had been brought to grade.

All of the work in connection with the embankment failure and culvert changes required a total of 56 days to complete; however, other work was in progress and, therefore, an extension on a straight day-to-day basis is not justified. We do feel that the corrective work constituted approximately 50 percent of the contractor's effort and/or delayed his normal contract work by that amount. An extension of 28 days is therefore justified.

On May 31, 1966, the project was extended on the southeasterly end by a price agreement. This extension (nonparticipating) amounts to almost $54,000 and represents 4 percent of the original contract amount. A straight time-money relationship is not valid in this instance since some of the more expensive contract items were not included in the extension. This extension also increased the project length by nearly one-half mile and represents over 23 percent of the original contract length. A straight time-length relationship is not valid either since there is no mobilization, winter dormant period, quarry development, et cetera. The proper time which should be allowed for this project extension lies somewhere between the two relationships noted above. It was intended when the project was extended on May 31, 1966, that the project would still be completed in the current construction season. An extension from September 15 to October 30 would accomplish this purpose and would have been agreeable to us at the time. This equals 45 days, which we believe is justified for just the length added to the project.

The 73 days recommended above would extend to November 27. From November 27 until actual completion on December 21, additional slide removal and rock inlay work was done by force account, and surface patching of fill settlements was also done. This work was all on the original contract section and represents a majority of the work accomplished during the above period.

The specified completion date on this project was September 15, 1966. The work on the participating section, both planned and unanticipated, is so intermingled with the nonparticipating work added by lengthening the project that our time considerations would be simplified if we would relate to just the total project.

We therefore ask your concurrence in a time extension to December 21, 1966, for the entire project. This will delete all penalty.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

JAB:sg srb

RECEIVED
JAN 9 - 1967
FOR FILING
1.11 (8)
6665

January 6, 1967

1264

Mr. Joseph A. Berg
Berg, Berg and Walsh
Attorneys at Law
Ellingsen Building
Coquille, Oregon 97423

Dear Mr. Berg:

Reference is made to my letter to you of December 16 concerning the McKinney property on the Rink Creek-Glen Aiken Creek Section of the Coos Bay-Roseburg Highway.

We have completed our investigation and have determined that damage to the McKinney property as a result of our construction work has occurred. I am, therefore, requesting our Legal and Right of Way Division to contact you and determine the remedy that should be taken to effect a solution of the problem.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Klaboe
Assistant State Highway Engineer

FEK:erb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
G. E. Rohde
F. D. Morgan
Frank McKinney
L. R. Chandler

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 4, 1967

SUBJECT: Assignment No. 1264-FBK
Joseph Berg, Coquille, re
McKinney Property Damage

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Herewith copies of reports from Assistant Division Engineer J. B. Boyd, and Resident Engineer B. D. Johnson regarding subject complaint.

I recommend that this damage be appraised and a settlement made for same with Mr. and Mrs. McKinney as recommended by Mr. Boyd.

Copy of "rough draft" reply to Berg, Berg and Walsh is attached if you approve of recommended action.

F. D. Morgan
Construction Engineer

FDM:fp
Attach.

RECEIVED
JAN 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-90 REV 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 3, 1967

To: Mr. F. D. Morgan
Construction Engineer
S A L E M

SUBJECT: Final Report
Assignment No. 496-M
McKinney Property
Refer 1264 FBK
Rink Cr.-Glen Aiken Cr. Sec.
Coos Bay-Roseburg Highway
Contract No. 6665
Prefix 6-1013

On December 22, 1966, an interim report was sent relative to your assignment. I am, at this time, including a sketch map and the report Mr. B. D. Johnson has prepared showing the relative positions of the washhouse and the scarps which have damaged this property. They are, in general, the same as was shown to you in the original interim report. Mr. B. D. Johnson has made a preliminary recommendation that we could trade a portion of our present right of way in lieu of damages. I personally would recommend against this as I believe the attempt would cut to a minimum our right of way through this unstable area. I would recommend that we proceed to appraise the damages done to this property and make a cash settlement with the owner of the property in order to relieve our department of its responsibilities in the matter leaving the right of way as it is at the present time.

If you concur, please notify the Right of Way Department to begin settlement proceedings.

J. B. BOYD
Assistant Division Engineer

JBB/cw
Enc.
cc B. D. Johnson
L. W. Riley

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
JAN 4 1967
CONSTRUCTION
DIVISION

Pease E
Moreland
Trout
Scott
Will
Litchfield
Olson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
December 29, 1966

SUBJECT: Rink Creek-Glen Aiken Creek Section
Coos Bay Roseburg Highway
Contract No. 6665
McKinney Property
File No. 37497

To: L. R. Chandler
Division Engineer
Roseburg, Oregon

Attn: J. B. Boyd

I am enclosing herewith one (1) sketch map concerning damages to the McKinney property caused by a cut slide left of Sta. 120+00.

Mr. Berg, attorney for the McKinney's, indicated in his letter that the slide had caused the loss of a trailer site. The only possible loss of a trailer site would be that area around the wash houge. The remaining flat ground beyond the right of way line would not be large enough to provide for a trailer plus the fact that it would be practically impossible to build an approach road to the site from the frontage road and stay behind the right of way line, however, this area could be developed for a trailer site with a satisfactory approach to same if the state were to allow the property owner to encroach onto the right of way or deed back land as proposed in red on the enclosed sketch map.

I feel that we have corrected the slide condition by the placement of a rock inlay. I would suggest that the state make an offer to deed the proposed land back as full payment for damages caused by the slide. In the event that the McKinney's are not satisfied with this proposal I would recommend that an appraisal be made of the damages, a cash settlement made and the right of way line remain as is.

Bobby D. Johnson
Resident Engineer

BDJ:obb

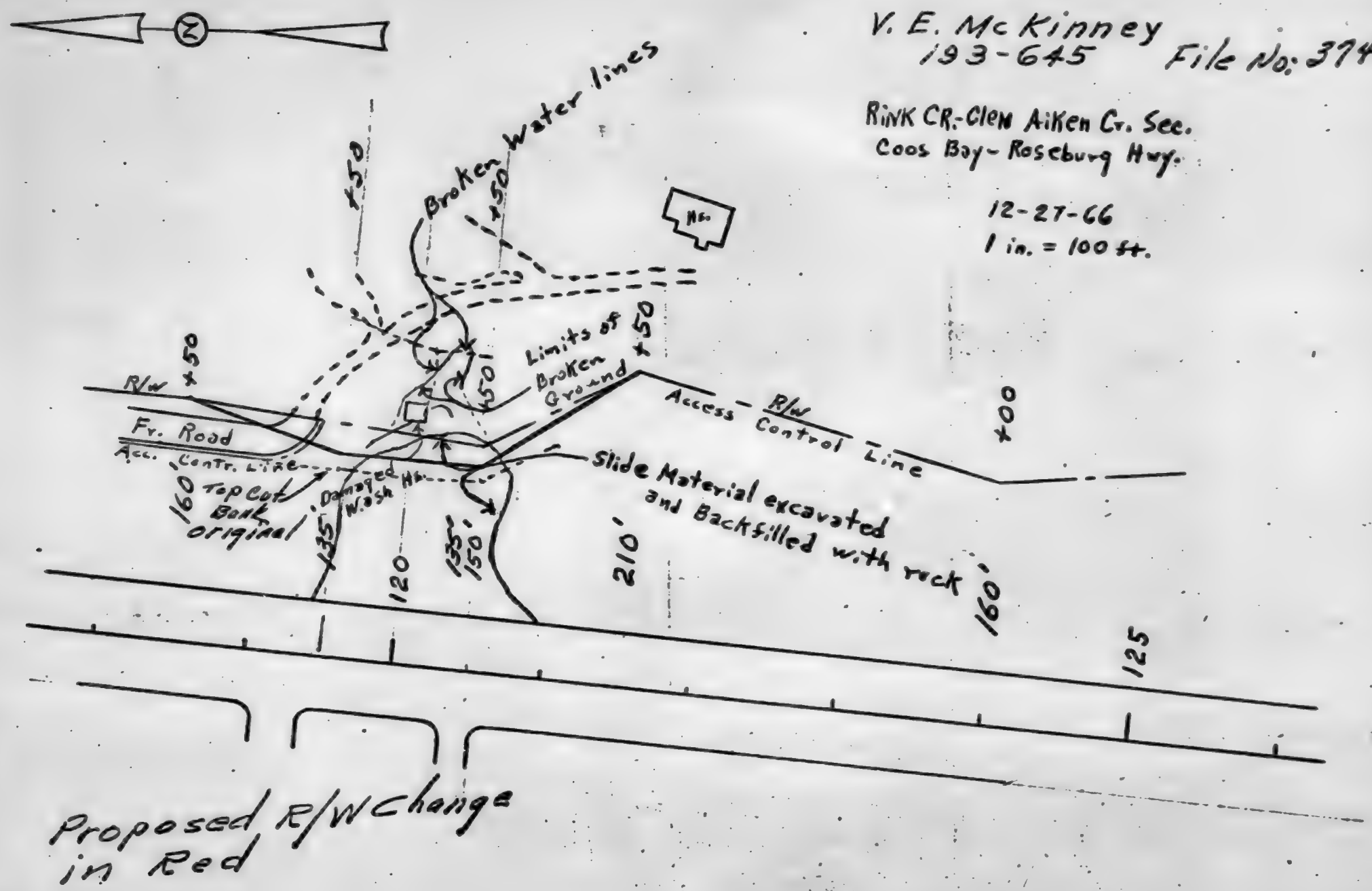
ROSEBURG DIVISION
RECEIVED
DEC 29 1966
Assign ..... for .....
Reply .....

Sketch Map of Slide Damage.

V. E. McKinney
193-645 File No. 37497

Rink Cr.-Glen Aiken Cr. Sec.
Coos Bay - Roseburg Hwy.

12-27-66
1 in. = 100 ft.



FORM E-30 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 22, 1966

To: Mr. F. D. Morgan
Construction Engineer
S A L E M

SUBJECT: Interim Report
Assignment 496-M
McKinney Property
Refer 1264 FBK
Rink Cr.-Glen Aiken Cr. Section
Coos Bay-Roseburg Highway
Contract No. 6665
Prefix 6-1013

In reply to the inquiry by Berg, Berg and Walsh, Attorneys for Mr. and Mrs. Virgil E. McKinney, we are forced to make our interim report in that we received this assignment dated December 20, 1966 on December 22, 1966 and the due date was December 23, 1966.

We, in our construction in this area, were forced to do extra work in that a popout occurred at Station 120. We believe that we have, with this work, stabilized this cut slope. It was not, however, stable prior to the settlement of the washhouse shown on the sketch map, causing a settlement of approximately 1' on one corner and 8" on the other corner. This washhouse was not used because the septic tank for it was purchased at the time of our acquisition. Additional scarps have occurred in smaller increments above the washhouse.

B/wp
1-6

I am instructing Mr. B. D. Johnson to make a survey of the area involved and to determine if a construction easement or additional right of way is necessary. It is his opinion, checked on by telephone, that the movement is stopped and Mr. VanCleave concurs in this but it may be necessary to do some straightening up after a settlement is made with the McKinneys on the damage to the washhouse.

Please be advised that we will make a more formal recommendation after all the facts are submitted.

RECEIVED
DEC 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

J. B. BOYD
Assistant Division Engineer

Routing
E
Morgan
Dockar
Bond
Barbee
Walker
Glenn
Swan
Morelock
Trout
Scott
Willa
Litchfield
Olson

RECEIVED
DEC 23 1966
CONSTRUCTION
DIVISION

JBB/cw
cc B. D. Johnson
L. W. Riley

V. E. McKinn
193-645

112+20 to 113+40
Inst. 5" Perf. Pipe - 240'
Trench Exc. = 7 Cu. Yds
Spec. Backfill = 35 Cu. Yds

+85 R/W Appr. Lt.
Inst. 12" Pipe - 32'
Trench Exc. = 5 Cu. Yds.

Trailer Park

Trailer Park

Inst. Metal Gu

+50

WASH House Settled

+00

12.5 Ac. Lt.

37497
1 Ac.

Trailer park

Rk. Sl. Facing

Rock

210'

160'

Rk. Slope Facing

56°06'30" W

37495
0.79 Ac.

90'

100'

85'

5.0 Ac. Rt.

O.S.H.D.

+50

+50

+50

+70 Inst. 16"x4" Metal Gate

+70 Rd. Appr. Inst. 12" Pipe - 32' Trench Exc. = 5 Cu. Yds.

Inst. 16"x4" Met. Gate

Rd. Appr. Inst. 12" Pipe - 32' Trench Exc. = 5 Cu. Yds.

T. A. McNair
199-92

Coquille Valley Art Center

Coquille Valley Art Assoc.
260-341

Sta. 124+
Inst. Met.
Inst. 2 Ro

Note:

FORM B-90X—9068—1-66 SP*18102-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 20, 1966

SUBJECT: McKinney Property
Rink Creek-Glen Aiken Creek
Coos Bay-Roseburg Highway

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Herewith a copy of a letter from Berg, Berg and Walsh, Attorneys at Law, regarding reported damage to property owned by Mr. & Mrs. Virgil E. McKinney on subject section of highway.

Please investigate the reported damage to their property and submit a report of your findings with your recommendations of action to be taken.

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

FDM:fp

Enc.

cc F. B. Klaboe

B/up 1-6

DEC 20 1966
OFFICE OF

RECEIVED
DEC 19 1966
FOR FILING

December 16, 1966

Mr. Joseph A. Berg
Berg, Berg and Walsh
Attorneys at Law
Ellingsen Building
Coquille, Oregon 97423

Dear Mr. Berg:

(1264

Reference is made to your letter of December 15 concerning alleged damage to the McKinney property on the Rink Creek-Glen Aiken Creek Section of the Coos Bay-Roseburg Highway.

We will immediately make an investigation of the conditions and advise you of our findings in the very near future.

Thank you for bringing this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan (Enc.)

4565

DEC 15 66

BERG, BERG AND WALSH
ATTORNEYS AT LAW
ELLINGSEN BUILDING
COQUILLE, OREGON 97423

J. ARTHUR BERG
JOSEPH A. BERG
A. C. WALSH JR.

P. O. BOX 99
PHONE 396-3189

December 14, 1966

REFERRED TO
Admin
SECRETARY

State of Oregon
Highway Department
Salem, Oregon

Re: Rink Creek-Glen Aiken Creek
Coos Bay-Roseburg Highway
Virgil E. McKinney, et ux

Gentlemen:

Please be advised that this office represents Mr. and Mrs. Virgil E. McKinney, and they have contacted us in regards to the recent highway improvements adjacent to their property just South of Coquille. Due to excavation work done, Mr. and Mrs. McKinney's property has been sliding for several weeks now. Thus far, they have lost a trailer site and a washhouse and from all appearances there is no indication that this giving away of the property is about to stop.

It would be appreciated if a representative of your department would call at this office to discuss the damages with Mr. and Mrs. McKinney.

Thanking you for your cooperation, I remain

Respectfully yours,

BERG, BERG & WALSH

By

JB:DHS

RECEIVED
DEC 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 15 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 9 - 1967
FOR FILING

Form 60-121 (11-65) (Prod. Ed.) A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

F-111(8)

6665

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 5, 1967

In reply refer to: 08-35-DB

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-111(8), Rink Creek - Glen Aiken Creek Section
Coos Bay Roseburg Highway
State Force Order No. 7
Total Estimated Amount of the Order - $5,000.00
Federal Participation - $3,000.00

Reference is made to your letter dated January 4, 1967 concerning the subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.2 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered, and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Enclosure

young wlenc.
1-9-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contingent upon [illegible] of project agreement [illegible] funds and [illegible]

Date [illegible]

[illegible] Engineer

U.S. Bureau of Public Roads

Order No. 7

Project Name Rink Creek-Glen Aiken Creek Date December 19, 1966

Highway Coos Bay-Roseburg Contract No. 6665 F. A. Project No. F-111(8)

County Coos Prefix 6-1013 Account No. 234-07

Description of Work To Be Done:

Drill and install horizontal drain pipe in cuts that show water seepage.

Location by Station Numbers:

72+00 to 179+00
Entire project as needed

Estimate of Quantities and Costs:

Labor	$2,500.00
Equip.	1,500.00
Material	1,000.00
	$5,000.00

Explanation:

This work is required to drain underground water from cuts. State crews are available to perform this work with special equipment. Work has begun. Funds are available in contract authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,603,078.87
Present estimate of project cost, including $5,000.00 for work under this order	$1,592,933.25
Expected under-run (amount)	$10,145.62
Expected under-run (per cent)	0.6

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd, Assistant Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

State Printing

RECEIVED
JAN 13 1967
FOR FILE

STATE COPY

FORM E-123X 50M 4-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6665

F-111(8)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 4, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 21, 1966, on Contract No. 6665, Rink Creek-Glen Aiken Creek Section, in Coos County, in connection with Federal-Aid Project No. F-111(8).

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 1-6-67

Conditions noted on above date:

This project satisfactorily completed and final inspection made.

Yours 1-12-67

NOTED
F. B. KLABOE

PVR:

A. W. Parsons
Division Engineer

RECEIVED
JAN 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

to: Forrest Cooper
Vince Gallagher

By: M. E. Martin
M. E. Martin
District Engineer

STATE COPY

Form E-200—634

F-111(8)

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon [illegible] of Project a[illegible]
G1-P
Agreement
Date NOV 11 [illegible]
U.S. [illegible]
DE Martin

Project Name Rink Creek-Glen Aiken Creek Date January 4, 1967

Highway Coos Bay-Roseburg Contract No. 6665

County Coos Prefix 6-1013

Contractor S.A. Hutchins and Assoc. Constr. Co. F. A. Project No. F-111(8)

Address P.O. Box 190, Sutherlin, Oregon Order No. 6 (Suppl. #1)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Contractor to perform the necessary work in removal of slide material and the placing of rock inlays as directed by the engineer.

RECEIVED
JAN 18 1967
OFFICE OF
STATE [illegible]

Location by station numbers: Entire Project
Especially Sta. 111+00 lt.
" 113+00 - 114+00 lt.
" 119+50 - 121+00 lt.
Road Conn. " 9+00 rt.
Frontage Rd." 11+50 lt.

Estimate of quantities and cost:

Equipment	$2,400.00
Labor	2,100.00
Material	1,800.00
Contractor's Percentage	945.00
Additional Requested	$7,245.00
Previously Authorized	11,500.00
Net Total Amount	$18,745.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Recent winter rains have caused cut areas to slide, making this extra work necessary. Teletype approval to proceed with work received from the Division Office Nov. 15, 1966. This supplemental order is necessary due to a greater amount of work than was originally estimated.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,603,078.87	
Present estimate of project cost, including $7,245.00 for work under this order	$1,603,078.87	
Expected under-run / over-run amount	$0.00	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Bobby D. Johnson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, [illegible] Office Engineer.

SP*23577-734

young 1-16-67

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon [illegible] of project agreement [illegible] funds
G + P
Date JUN 3 1966
ME Martin
Dist. Engineer
U.S. Bureau of Public Roads

Project Name Rink Creek-Glen Aiken Creek **Date** January 2, 19 67

Highway Coos Bay-Roseburg **Contract No.** 6665

County Coos **Prefix** 6-1013

Contractor S. A. Hutchins & Assoc. Constr. Co. **F. A. Project No.** F-111(8)

Address PO Box 190, Sutherlin, Oregon **Order No.** 4 (Suppl. #1)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Salvage riprap matl. from existing fill slopes in fill failure are and place on revised fill slopes. Salvage and reinstall Type II fence in fill failure area and construct temporary fence along construction easement line and remove and salvage same upon completion of fill repair. Furnish and maintain pump during salvaging and reinstallation of 36" culvert pipe. Resurface fill failure area with Asphaltic Concrete.

JAN 13 1967
OFFICE OF
STATE [illegible]

Location by station numbers:

Sta. 174 to 179

Estimate of quantities and cost:

Labor	$ 800.00
Equipment	950.00
Materials	1,000.00
Contractors Percentage	412.50
Additional Requested	$3,162.50
Previously Authorized	1,710.63
New Total Amount	

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The above-described work can best be performed on an extra work basis due to the quantity of work to be performed. Work has begun. Teletype approval to proceed with work received from J. B. Boyd June 13, 1966. Funds are available in contract authorization (slide corr.). This supplemental order is necessary due to unforeseen asphaltic concrete patching in fill failure area.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,603,078.87	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $ 3,162.50 for work under this order	$1,603,078.87	
Expected under-run / over-run amount	$ 0.00	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Bobby D. Johnson — Resident Engineer

Approval Recommended: /s/ John A. Bond — for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II — Asst. Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Approved 1-12-67

STATE COPY

APPROVED
Contingent upon modification of project [illegible]
funds
Date NOV 1 1966 W E Martin
[illegible] Engineer
U.S. Bureau of Public Roads

Form S-300—884

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

G.L.P.

Project Name Rink Creek-Glen Aiken Creek Date November 15, 1966

Highway Coos Bay-Roseburg Contract No. 6665

County Coos Prefix 6-1013

Contractor S. A. Hutchins & Assoc. Constr. Co. F. A. Project No. F-111(8)

Address PO Box 190, Sutherlin, Oregon Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Contractor to perform the necessary work in the removal of slide material and the placing of rock inlays as directed by the Engineer.

Location by station numbers:
Entire project
Especially Sta. 111+00 lt.
Sta. 113+00 - 114+00 lt.
Sta. 119+50 - 121+00 lt.
Road Conn. Sta. 9+00 rt.
Frontage Rd. Sta. 11+50 lt.

Estimate of quantities and cost:

Equipment	$ 6,500.00
Labor	3,300.00
Material	200.00
Contractor's Percentage	1,500.00
Total	$11,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Recent winter rains have caused cut areas to slide, making this Extra Work necessary. Teletype approval to proceed with work received from the Division Office Nov.15, 1966. Funds are available in contract authorization. Work has not begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,603,078.87	
Present estimate of project cost, including $ 11,500.00 for work under this order	$1,603,078.87	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: Bobby D. Johnson, Resident Engineer
/s/ G. A. Barnhart
by/ G. A. Barnhart
Asst. Res. Engr.

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approved /s/ L. H. Young, Office Engineer.

State Printing

Orig. to Young
11-30-66

Form 3-316—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
OCT 5 1966
Date _____ By _____
FHWA, Coordinator
U.S. Bureau of Public Roads

Project Name Rink Creek-Glen Aiken Creek Date Sept. 27, 1966

Highway Coos Bay-Roseburg Contract No. 6665

County Coos Prefix 6-1013

Contractor S. A. Hutchins & Assoc. Constr. Co. F. A. Project No. F-111(8)

Address PO Box 190, Sutherlin, Oregon Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Contractor to furnish and install 4 2ft. and 5 4ft. CMP 16-gage asphalt-coated expansion bands in 84" CMP at locations directed by the engineer.

Location by station numbers:

Station 171+25

Estimate of quantities and cost:

Material:	4 - 2 ft. expansion bands @ $79.28 each =	$ 317.12
	5 - 4 ft. expansion bands @ 156.38 each =	781.90
Labor:	=	400.00
Contractor's Percentage Allowance:	=	224.85
	Total	$1,723.87

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Due to horizontal and longitudinal movement of 84" CMP makes the placement of expansion bands necessary. Standard Specifications for Highway Construction, Issue of 1964 and Special Provisions for this contract to apply. Funds are available in contingencies. Work has not begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,603,078.87	
Present estimate of project cost, including $1,723.87 for work under this order	$1,603,078.87	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Bobby D. Johnson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Young 10-21-66

RECEIVED
SEP 21 1966

FOR FILING

File ( )
66605

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1966

To: MEMO TO THE FILES

SUBJECT: Preliminary Report as of 9/15/66
Rink Creek-Glen Aiken Creek Section
Surfacing - Base Rock & Cement Treated Base
Specifications:
12" - 4"-1" Cr. Base Rock
8" - 1"-0" Cement Treated Base

As of this time approximately 80% of the 4"-1" Base Rock has been placed and the placing of the C.T.B. has started.

The 4"-1" Cr. Base Rock was layed in one 12" layer by a grader and rolled. Attached picture 1 and 2 show this rock after placement and compaction. The darker area is where approximately 3 inches of 1"-0" aggregate over the larger base was used to provide a useable surface for traffic.

While the laydown on this project of the 4"-1" base is considered very good, it is believed a better and more compact base would have been attained if the material had been machine layed and had been placed in 2 layers.

To date the 4"-1" material in both the stockpile and on the road shows no signs of degradation. No abnormal breakdown of this rock due to rolling and placing was observed. This part of the base is intended to provide stability and a free draining structure. Its larger size, it is believed, will provide longer life for a degrading material than is expected in a dense base such as the 1-1/2"-0 size.

Picture 3 shows a closeup view of a travelled surface which has had the 4"-1" rock keyed in with 1"-0" crushed material. This surface, as it appears, is in an exceptionally stable and tight condition. It is believed that the 4"-1" should be keyed in with 1"-0 or 3/4"-0 material prior to C.T.B. or any other following bases or pavement. This will assure a tight base and will eliminate any movement of the 4"-1" due to either public or contractor traffic.

Pictures 4, 5 and 6 show sections where the Cement Treated Base has been placed. Note that the edges stand on a steep slope.

As shown in Picture 7 the C.T.B. is being placed by a laydown machine and in the same manner we place the Plant Mix Stone Base. The C.T.B. is made from 1"-0" aggregate with approximately 4%+ cement added. The material on this project appeared to lay best at about 10% moisture content. The mix appears to be excellent as far as uniformity is concerned. After a section full width (24 ft.) was placed and rolled it was found necessary to use a blade to bring the surface to proper crown smoothness and grade. This should be accomplished within about a 2-hour period after mixing.

In starting the second day's run a depression in the grade was existant. Shown in pictures 9 and 10 is a patching operation which was successfully tried using some fresh mix and blading it in, then rolling. This operation was accomplished in a very similar manner as our A.C. patches are made. While it may not be a desirous operation, there appears patches can be readily made without detrimental effects.

Observing this operation, the 8" of compacted C.T.B. was placed in one lift. Rolling was being done by 2 steel wheel rollers. Required compaction was not being obtained. The contractor is bringing in a pactor type roller to supplement. This will probably be sufficient to get the proper compaction.

I would, however, from what has been observed to date, recommend that the C.T.B. be placed in not greater than a 6-inch lift. I can see no difference in this and our Plant Mix Stone Base. It is believed better control, compaction and easier laydown without any inconvenience to the contractor can be obtained with the smaller lift.

Pictures 11 to 16 show the C.T.B. mixing plant. This is a plant from California and is probably the best one that has been on any of our jobs. It has excellent control. Both the aggregate and cement are electronically weighed on the belts and controls are such that if the weights vary past set tolerances, the plant automatically shuts down. Our checks to date show these weighing devices to be very accurate.

This project is somewhat different in the surfacing design in that an attempt is being made to add life and stability to a somewhat degrading base material. Therefore, it will be closely watched. It appears to be very good at this point.

John H. Walker
Assistant Construction Engineer

JHW:bjm
Attachments (Photos)

cc: F. B. Klaboe

Form E-200—634

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
AUG 17 1966 By DE Martin
AUG 17 1966 Title Dist. Engineer
G1-N U.S. Bureau of Public Roads

Project Name Rink Creek - Glen Aiken Creek Date August 2, 1966

Highway Coos Bay - Roseburg Contract No. 6665

County Coos Prefix 6-1013

Contractor S. A. Hutchins & Assoc., Constr. Co. F. A. Project No. F-111(8)

Address P. O. Box 190, Sutherlin, Oregon Order No. 1 (Suppl. #1)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: State to pay 57½% of flagging costs to the contractor for the purpose of safeguarding traffic through the project.

Location by station numbers: Sta. 72+00 to 179+00

Estimate of quantities and cost: Flagging, State Share

Previously Authorized	$5,000.00
Additional Requested	2,000.00
New net total	$7,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Additional funds are needed for State's share of flagging costs to complete work on this project. Funds are available in Contingencies. Work has begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,603,078.87	
Present estimate of project cost, including $2,000.00 for work under this order	$1,603,078.87	
Expected under-run / over-run amount	$ 0.00	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Bobby D. Johnson, Resident Engineer

Approval Recommended: /s/ for John A. Bond, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP-0001-734

Young 8-15-66

RECEIVED
JUL 27 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR FILE
F-111(8)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 18, 1966

Pacific Power and Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R. H. Sallee

Re: Adjust Distribution Facilities
Stations 191-202
Rink Creek-Glen Aiken Creek Section
Coos Bay-Roseburg Highway
Coos County
Contract No. 6665
YOUR FILE: PD-9-OR-25
File No. 106-196

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of June 24, 1966, has been approved by the State. This will confirm our verbal authorization to proceed with the work as of June 22, 1966.

Reimbursement for the work performed subsequent to June 22, 1966, in the amount of $2,079.20 will be made in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
L. R. Chandler
Bobby Johnson
George Baker
J. E. Holcomb

NOTED
F. B. KLABOE

RECEIVED
JUL 5 1966
FOR FILING

F-111(8)

6665

July 1, 1966

420

Mr. A. C. Walsh, Jr.
Berg, Berg and Walsh
Attorneys at Law
Ellingsen Building
Coquille, Oregon 97423

Dear Mr. Walsh:

Reference is made to your letter dated June 15 concerning an alleged dust nuisance on Highway 42 between Coquille and Myrtle Point.

I am advised that you have discussed the matter with the contractor's insurance carrier. As you no doubt know, the contractor is the responsible party for damage to properties adjoining construction projects.

We hope that you have been able to reach a satisfactory solution to your clients' problem.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. R. Chandler

FORM E-30 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1966

SUBJECT: Rock Dust Complaint
Rink Creek-Glen Aiken
Contract 6665
Assignment FBK 820

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

You requested a report on the June 15 letter from attorney A. C. Walsh, Jr. of Coquille. Mr. Walsh was representing two property owners whose properties are located adjacent to and northerly of the old Coos Bay-Roseburg Highway which also is northerly of the new construction and immediately adjacent to a prospective material source area in the vicinity of Sta. 145. The contractor elected to use this prospective source which has been fenced and separated from the old highway by guardrail. Crushing is [redacted] completed. The rock dust nuisance affecting these adjacent properties had been brought to the contractor's attention previously and the Resident Engineer contacted S. A. Hutchins again about this matter yesterday.

The Resident Engineer has just advised that attorney Walsh called him this morning to report that he had received a response from the contractor's insurance carrier and has set up a meeting with the insurance adjuster.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:nh

cc: L. R. Chandler

RECEIVED
JUN 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

3635

BERG, BERG AND WALSH
ATTORNEYS AT LAW
ELLINGSEN BUILDING
COQUILLE, OREGON 97423

P. O. BOX 95
PHONE 396-3189

J. ARTHUR BERG
JOSEPH A. BERG
A. C. WALSH JR.

Routing

June 15, 1966

RECEIVED

REFERRED TO
Admin

Oregon State Highway Department
Salem, Oregon

Gentlemen:

This office represents Mrs. T. L. Clinton and Mr. and Mrs. H. E. Countryman, both of whom reside above the rock quarry on the new construction area of Highway 42 between Coquille and Myrtle Point.

Both of these parties have hesitated raising this topic for some time, but apparently now the situation has become unbearable. Rock dust from the quarry is continually being blown on the premises and causing much filth and damage, not only to the yard and acreage, but in one instance to the individual herself, by way of eye irritation.

The Countrymans are commercial nurseymen and have some 8,000 rhododendron and azalea plants which are now covered with dust, perhaps to their detriment.

I have written to the contractor, Mr. Hutchinson, but without reply.

I would appreciate it if you would take steps in an effort to assist us in resolving this situation.

Respectfully yours,

BERG, BERG & WALSH

By A C Walsh Jr.

ACW:DHS

RECEIVED
JUN 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 16 1966
OREGON
STATE HIGHWAY COMMISSION

Form S-510—6M

F-111(8)

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
JUN 3 1966
JUN 3 GL 1966
By M E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Rink Cr. - Glen Aiken Cr. Date June 13, 1966

Highway Coos Bay - Roseburg Contract No. 6665

County Coos Prefix 6-1013

Contractor S. A. Hutchins and Assoc. Constr. Co. F. A. Project No. F-111(8)

Address P.O. Box 190, Sutherlin, Oregon Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Salvage riprap matl. from existing fill slopes in fill failure area and place on revised fill slopes. Salvage and reinstall type II fence in fill failure area. Construct temporary fence along construction easment line and remove and salvage same upon completion of fill repair. Furnish and maintain pump during salvaging and reinstalation of 36" culvert pipe.

Location by station numbers:

Station 174 to 179

Estimate of quantities and cost:

Labor	$ 495.83
Equipment	991.67
Contractor's %	223.13
TOTAL AMOUNT	$1,710.63

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The above described work can best be performed on an extra work basis, due to the quantity of work to be performed. Work has begun. Teletype approval to proceed with work received from J. B. Boyd this date. Funds are available in contract authorization (slide correction).

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 1,603,078.87	
Present estimate of project cost, including $ 1,710.63 for work under this order	$ 1,603,078.87	
Expected under-run / over-run amount	$ 0.00	
Expected under-run / over-run per cent	0	

Submitted by: ..... Resident Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approval Recommended: ..... Division Engineer

Approved ..... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Voucher 6-20-66

F-111(8)

STATE COPY

Form A-106—5M

OFFICE OF STATE ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3 (Suppl. #1)

Project Name Rink Creek-Glen Aiken Creek Date February 21, 19 66

Highway Coos Bay-Roseburg Contract No. 6665 F. A. Project No. F-111(8)

County Coos Prefix 6-1013 Account No. 202-03

Description of Work To Be Done:

Well driller to remove well house and pump, enlarge the diameter of existing wall shaft, install casing and grout same and place well house and pump back in original position.

Location by Station Numbers:

150 feet left of Sta. 155+70

Estimate of Quantities and Costs:

Materials	$ 165.57
Labor	252.00
Drill 115' @ $8.00 per ft.	920.00
New total amount	$1,337.57
Previously authorized	400.00
Additional requested	$ 937.57

Explanation:

This work is being performed to correct contamination of existing well caused by contractor's operations in adjacent cut. The cost of such corrective measures will be deducted from contractor's estimate.

Due to difficulties in removing old casing in well, it was decided to drill new well. The additional costs in drilling new well makes this suppl. order necessary. Received telephone approval from John Quiner Feb. 7, 1966 to proceed with drilling of new well. Work has been (OVER)

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,603,078.87
Present estimate of project cost, including $ 937.57 for work under this order	$1,603,078.87
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson, Resident Engineer

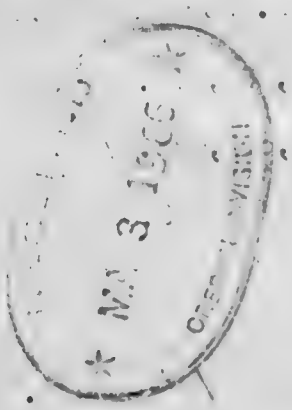
Approval Recommended: /s/ John A. Bond, For Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

completed. Funds are available in contingencies.



RECEIVED
FEB 7 - 1966
FORM E-30X—60M—1-66 SP*19102-734

FOR FILES
F-111(8)
6665

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4, 1966

RECEIVED
FEB 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

To: MEMO TO THE FILES

SUBJECT: Sand Equivalent
Rink Creek-Glen Aiken Creek Section
Coos Bay-Roseburg Highway
Contract No. 6665

When the surfacing portion of this project was designed the material in the prospective source was tested and the quality requirements were set up from the results of the tests. The material was known to be of a somewhat degrading nature and to assure a product as free as possible from detrimental fines the passing sand equivalent value was placed at 20. Subsequently, and during the first of the actual contract crushing it has been found that the material is such that it produces manufactured fines which will not meet this requirement. On an investigation of the material, both in the field and laboratory, it has been determined that the 4"-1" material being produced is clean and also meets other requirements such as gradation, Liquid Limit, Plastic Index, etc.

The 4"-1" material is to be used at the lower portion of the surfacing and has been designed to serve as a so-called lower base for drainage and, of course, also for stability. Over this is the 8" of cement treated base and the lift of asphaltic concrete.

A meeting with P. Reidl, Area Engineer, and M. Martin, Division Engineer of B.P.R., and J. Walker, Oregon State Highway Department, was held February 3, 1966 and the sand equivalent problem discussed in full.

Due to the intent to use the prospective quarry as set up by the State, due to the small amount of fines involved which caused the problem, and due to the design of the surfacing which considered the material to be somewhat degrading, the Bureau of Public Roads' personnel concurred with the State's view that the sand equivalent requirement could be removed but that the 2" scalping operation as in existence be retained to assure cleanliness.

J. Boyd, Assistant Division Engineer, was advised by phone to have Resident Engineer, B. Johnson, prepare and submit a Price Agreement at no cost which would reflect this change and act as proper documentation.

JHW:bjm
cc: F. B. Klaboe
O. A. White
Bobby Johnson
L. R. Chandler

John H. Walker
Assistant Construction Engineer

RECEIVED
MAR 2 - 1966

STATE COPY

APPROVED
Contingent upon [illegible]
project agreement [illegible]
funds are [illegible]
Date _____ By _____
FEB 7 1966
U.S. Bureau of Public Roads

Form K-[illegible]

F-111(8)

6665

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Rink Creek - Glen Aiken Creek Date February 2, 1966

Highway Coos Bay - Roseburg Contract No. 6665 F. A. Project No. F-111(8)

County Coos Prefix 6-1013 Account No. 202-03

Description of Work To Be Done:
Well driller to remove well house and pump, enlarge the diameter of existing well shaft, install casing and grout same and place well house and pump back in original position.

Location by Station Numbers:
150 feet left of Sta. 155+70

Estimate of Quantities and Costs:

Materials:-	(60' of well casing @ $2.00 per ft.	$120.00
	(Grouting materials	16.00
Equip. & Labor:	22 hrs. @ $12.00 per hr.	264.00
	TOTAL.	$400.00

Explanation: This work is being performed for the purpose of correcting a well that has become contaminated due to the contractor's blasting operations in adjacent roadbed cut. The cost of such corrective measures will be deducted from contractor's estimate. (See attached letter from legal sect. to prime contractor.) Work has not begun. Telephone approval to proceed with work received from Carl Williams, Asst. Div. Engr. this date.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,329,084.00	1,603,078.87
Present estimate of project cost, including $ 400.00 for work under this order	$1,329,084.00	1,603,078.87
Expected under-run / over-run (amount)	$ 0.0	
Expected under-run / over-run (per cent)	0	

Submitted by: /s/ Bobby D. Johnson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or ~~Deputy State Highway Engineer~~

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer~~ Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

RECEIVED
JAN 20 1966

STATE COPY

FINANCING
F-111(8)

APPROVED
Contingent upon modification of project agreement [illegible] funds are [illegible]
DEC 27 1965 ME Martin
for Division Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Rink Creek - Glen Aiken Creek Date January 5, 1966

Highway Coos Bay - Roseburg Contract No. 6665

County Coos Prefix 6-1013

Contractor S. A. Hutchins & Assoc. Constr. Co. F. A. Project No. F-111(8)

Address P. O. Box 190, Sutherlin, Oregon Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Contractor to repair slide damage and widen shoulder of existing highway.

Location by station numbers:

On existing highway left of sta. 130+00

Estimate of quantities and cost:

Labor	$640.00
Equipment	900.00
Material	80.00
Contractor's %.	243.00
Total amount.	$1,863.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Winter storms which created slide conditions on old highway caused this work to be classed as "extra work" and not a part of the regular contract. Work began Dec. 28, 1965. Approval to proceed with work received by teletype from Division Office Dec. 27, 1965. Funds available in original Authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,603,078.87
Present estimate of project cost, including $1,863.00 for work under this order	$1,603,078.87
Expected under-run / over-run amount	$0.00
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engr., Construction Engineer

Approval Recommended /s/ Jay B. Boyd, Division Engineer

Approved /s/ L. H. Young, Assistant State Highway Engineer, Office Engineer.

State Printing Hwang 1-20-66

RECEIVED
DEC 8 - 1965
FOR FILING

COMMISSIONERS
GLENN O. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-111(8)
6665

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 7, 1965

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. J. V. Mulcahy

Re: Access to Structure 8/5
Bonneville Power Administration
Rink Cr.-Glen Aiken Cr. Section
Coos Bay-Roseburg Highway
Coos County
Project No. F-111(8)
Contract No. 6665

Gentlemen:

Attached you will find one copy of a sketch map showing a tie between the center lines of the highway and power line, as you requested in your letter of July 13, 1965.

This sketch and attached profile also details our proposed access road to your Structure 8/5. Inasmuch as this project is now under construction please review and if this proposal is satisfactory please prepare the Crossing Agreement so that we may construct the access road during the early part of the next construction season.

Very truly yours,

F. D. Morgan
Construction Engineer

By Phil Preston

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

Attachment

cc: F. B. Klaboe
L. H. Young
D. H. Moehring
L. R. Chandler
B. D. Johnson
J. E. Holcomb

NOTED
F. B. KLABOE
(For)

RECEIVED
DEC 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 4 1965
STATE COPY

Form 2-60-66 1965

FOR FILING
F 111(8)

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 20 1965 By ME Martin
G 1P Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Rink Creek-Glen Aiken Creek Date September 17, 1965
Highway Coos Bay-Roseburg 6665 Contract No. 6665
County Coos Prefix 6-1013
Contractor S. A. Hutchins & Assoc. Constr. Co. F. A. Project No. F-111(8)
Address PO Box 190, Sutherlin, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct temporary water lines and restoration of water lines.

Location by station numbers:

Station 139 and 152+50

Estimate of quantities and cost:

Materials	$100.00
Labor	400.00
Contractor's %	75.00
Total Amount	$575.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The construction of temp. water lines and restoration of existing water lines affected by construction and to fulfill state obligations to property owners is not covered by the special provisions or listed pay items. Funds are available in contingencies. Work has begun. (See Special Provisions Page 1 Scope of Work)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,603,078.87	
Present estimate of project cost, including $575.00 for work under this order	$1,603,078.87	
Expected under-run / over-run amount	$0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Bobby D. Johnson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer / Assistant State Highway Engineer or Office Engineer.

State Printing

10-1-65

RECEIVED
SEP 7 - 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-111(8)

6665

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 1, 1965

Pacific Power and Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R. H. Sallee

Re: PP&L Power Line Relocation
Rink Creek-Glen Aiken Creek Section
Coos Bay-Roseburg Highway
Coos County
Project No. F-111(8) - Contract No. 6665
YOUR FILE: PD-9-OR-25

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of August 16, 1965, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of August 26, 1965.

Reimbursement for the work performed subsequent to August 26, 1965, in the amount of $3,115.66, will be made in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
A. W. Parsons
L. H. Young
C. H. Maison
L. R. Chandler
Bobby Johnson
G. C. Baker
J. E. Holcomb

RECEIVED
SEP 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 31 1965

Form CO-121
(11-63)
(Pre...)
A.O. 200-107

UNITED STATES GOVERN..ENT

FOR

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

F-111 (8)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 26, 1965

In reply refer to: 08-35.2-DB

6665

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project F-111(8), Rink Creek-Glen Aiken Creek Section
Pacific Power & Light Company Utility Adjustment

Our memorandum dated July 19, 1965 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated June 30, 1965, furnished with the P.S. & E. documents for the physical construction, and the above-mentioned utility's letter dated August 16, 1965, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated August 19, 1965. Reimbursement on an agreed lump sum basis of $3,115.66 is approved.

Our program memorandum dated July 12, 1965 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

REFERRED TO
BY ASST. STATE HWY. ENGR.
Copy to Litchfield 8/30/65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 17 1965
FOR FILING
F-111(8)

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 17 1965 By W. E. Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Rink Creek-Glen Aiken Creek Date August 24, 1965

Highway Coos Bay-Roseburg Contract No. 6665

County Coos Prefix 6-1013

Contractor S.A. Hutchins & Assoc. Constr. Co. F. A. Project No. F-111(8)

Address Box 190, Sutherlin, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State to pay 57½ per cent of flagging costs to the contractor for the purpose of safeguarding traffic through the project.

Location by station numbers:

72+00 to 179+00

Estimate of quantities and cost:

Flagging, State share $5,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

State participation in flagman costs as set forth in the Special Provisions makes this extra work necessary. Funds are available in contract authorization. Work has begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,603,078.87
Present estimate of project cost, including $5,000.00 for work under this order	$1,603,078.87
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.00

Space to right of this line for use of Salem office

Submitted by: /s/ Bobby D. Johnson
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer or Assistant State Highway Engineer or Office Engineer

State Printing

LYoung 9-2-65

RECEIVED
AUG 31 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

FOR FILING

FORM . R-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

F-24-65

STATE: Oregon

COUNTY: Coos

PROJECT NO.: F-111(7)

PROJECT REPORT NO.: F-111(7)

6665

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 42 1 Mi. S.E. Coquille S.E. 2.3 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	Acquisition & Relocation 2-18-65	
CONSTRUCTION		
*OTHER (Specify)		

FUNDS

Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 167,335.00	$ 106,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabo

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 24, 1965

Oregon State Highway Department

Federal Aid
Project No. F-111(7)

RINK CREEK-GLEN AIKEN CREEK SECTION OF THE

COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate as a basis for project agreement. Based on estimated costs of land, damages, relocation of displaced persons and other rights of way expense.)

Salem, Oregon, August 2, 1965

Type Code R.O.W.
Rights of Way (Sta. 72+66 to Sta. 192+20)

Rights of Way	All Required	$152,960.00
Displaced Persons*	All Required	5,200.00
	Subtotal	$158,160.00
	Acquisition Exp.	9,175.00
	Total	$167,335.00

Length of Project - - - - - - - - - - - - -2.264 miles

Federal Funds -	$106,100.00
State Funds -	61,235.00
	$167,335.00

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

*Displaced Persons

2 Businesses	$ 4,000.00
3 Families	1,200.00
	$ 5,200.00

RECEIVED
AUG 25 1965

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

FOR F-111(8)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6665

DATE: August 20, 1965

In reply refer to: 08-35.2-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-111(8)
Rink Creek-Glen Aiken Creek Section
Grading and Paving

As requested in Mr. Young's letter of August 19, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of August 17, 1965 in the award of Contract No. 6665 to S. A. HUTCHINS AND ASSOCIATES CONSTRUCTION CO. of Sutherlin, Oregon, low bidder in the amount of $1,329,084.00 at the August 10, 1965 bid opening.

REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
AUG 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 11 1965
COMMISSIONERS
JACKSON, CHAIRMAN
JOHN N. FRIDLEY, MEMBER
ALCO
O B. SIMPSON, MEMBER
ORTLAND
1-111 (8)
1665

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 19, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Power Line Relocation - PP&L Company
Rink Creek-Glen Aiken Creek Section
Coos Bay-Roseburg Highway
Coos County
Project No. F-111(8)

Dear Sir:

Herewith you will find the following data pertaining to this project:

(1) Two copies of the company's estimate of cost for doing the work dated August 16, 1965. This estimate deviates from our Staff Attorney's letter dated June 30, 1965, in that the company is asking for 9/33rds of the total cost of the work. Our Staff Attorney's letter designated 12/33rds. The company advises the other three poles on private property are owned by the property owner and, therefore, should not be included in the percentage.

It is recommended the State reimburse the company 9/33rds of the total cost of this work, as they requested.

(2) Two copies each of four sketch maps prepared by the company showing the work to be done.

This completes the agreement between the State and the company. Our Staff Attorney's letter describing the conflicts and establishing the obligation of the State to reimburse the company for the adjustments was submitted with the writer's letter of July 15, 1965.

Your approval of this agreement on a lump sum basis as evidenced above and authorization to proceed with the work under the provisions of PPM 30-4 is requested.

PGP:bjm
encs.

cc: F. B. Klaboe
V. L. Gallagher (2)

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
AUG 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 19 1965
FOR FILING

F-111(8)
6665

August 19, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of August 12, 1965 is requested in the award of contract f r the Rink Creek-Glen Aiken Creek Section, Project No. F-111(8).

The contractor receiving the award is S. A. Hutchins & Associates Contracting Co. of Sutherlin in the amount of $1,329,084.00 with the Contract No. 6665 assigned. This bid was received on August 10, 1965 and awarded August 17, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IN 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

DAR:cd

RECEIVED
AUG 1 8 1965

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH [illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 17, 1965

S. A. Hutchins & Assoc.
Construction Company
P. O. Box 190
Sutherlin, Oregon

Gentlemen:

The State Highway Commission on August 17, 1965, awarded to you State Highway Contract No. 6665 for the following project:

Grading and paving on the Rink Creek-Glen Aiken Creek Section of the Coos Bay-Roseburg Highway in Coos County.

This award was based on your bid of $1,329,084.00 which was submitted to the Commission on August 10, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

FORM E-123X EDM 9-64

RECEIVED
AUG 23 1965
RECORDS FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F 111(8)

6665

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 18, 1965

Project F-111(7)
Rink Creek-Glen Aiken
Creek Section
File No. 37807 - Van Buren

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

This will reply to point # 3 of your letter dated August 4, 1965 concerning an appraisal on right of way file No. 37807.

Attached is a copy of designer Norman E. Mann's estimate of the cost of construction of a road approach to the owner's remainder. You will note that the cost of an access is estimated to be $1,848. This access would be very much substandard in that it would be on a fourteen per cent grade.

A minimum amount of gravel surfacing would be involved which on this steep a grade would probably be unsatisfactory.

In addition to the cost of construction, it would be necessary to buy a parcel of land from the adjacent owner so that the approach could be constructed. The $1,020 damage allowance which we have allowed the owner is well within the cost-to-cure estimate.

Very truly yours,

G. E. RGHDE
Chief Counsel

NOTED
F.B. KLABOE

By

D. H. Moehring
Right of Way Engineer

DHM:SM
cc: F. B. Klaboe
L. H. Young
M. R. Mitchell

Attachment

RECEIVED
AUG 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-903—904—1-65 SP*6418-734

F-111(8)

6665

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1965

SUBJECT: Rink Cr.-N. Fork Coquille River
Coos Bay-Roseburg Highway
Coos County

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Work is under way in this office to revise the subject location project to current design standards.

Since the area through Norway is quite restricted we have prepared some alternate estimates to determine which might be the most economical route. Right of way estimates are necessary to complete our study. The three alternates are as follows:

ALTERNATE 1 - Follows existing highway through Norway. It has 4-foot shoulders in the restricted area and uses retaining wall to contain the slopes.

ALTERNATE 2 - This plan goes behind Norway with a full four-lane section and 10-foot shoulders.

ALTERNATE 3 - This plan follows the existing highway through Norway with a full four-lane section and 10-foot shoulders. This plan would take out most of Norway.

Construction cost estimates for each of these alternates is nearly the same.

Would you please furnish this office a right of way estimate for each of these alternates. Any comments or suggestions concerning these alternates would be appreciated.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Lonald L. Trout
Rural Engineer

DLT:fp

cc F. B. Klaboe

RECEIVED
AUG 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 6 1965
FOR FHWA

Form CD-121 (11-63) (Prepared by A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

F-111(62)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: August 4, 1965

In reply refer to: 08-35.7

SUBJECT: Oregon Project F-111(7)
Rink Creek-Glen Aiken Creek Section
Right of Way

Returned herewith are the approved right of way plans for the subject project. This office authorized the acquisition of right of way on February 18, 1965. Federal participation is subject to the provisions of PPM 21-4.1, dated December 30, 1960, and the following requirements:

(1) Submission and approval of justification for payment of $1,305 for loss of access as outlined in our letter of June 25, 1965 on Parcel 37497, McKinney.

(2) Submission and approval of additional information requested in our letter of August 3, 1965 on Parcel 37495, McNair.

(3) The appraisal on Parcel 37807, Van Buren, includes an allowance of $1,020.00 for landlocking. The plans indicate access may be available to a frontal road between Sta. 129+00 and Sta. 130+00. Additional information is required.

The project agreement will be forwarded for your approval under separate cover.

Attachment

REFERRED TO
[illegible] Wilencls.
Asst. State Hwy. Engr.
8-6-65

NOTED
F. B. KLABOE

RECEIVED
AUG 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 12 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
McMINNVILLE
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM
F-111(8)
6665

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 30, 1965

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Attention Mr. T. Dec
Assistant Division Engineer

Oregon Project F-111(7)
Rink Creek-Glen Aiken Creek
Section
File No. 37497 - McKinney

Dear Sir:

Reference is made to your memorandum of July 23, 1965 regarding the subject file.

You have requested that certain information be supplied before authorizing participation in $1,305 of damage item included in the acquisition cost of this file.

Attached is a sketch map and explanation by Mr. Al Brown, right of way agent, explaining in detail the elements of damage involved and upon which participation is requested.

Very truly yours,

G. E. ROHDE
Chief Counsel

By D. H. Moehring

NOTED
F. B. KLABOE

D. H. MOEHRING
Right of Way Engineer

DHM:mc

cc: G. E. Rohde
F. B. Klaboe
L. H. Young
M. R. Mitchell

RECEIVED
AUG 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 29 1965

Form CD-121
(1-63)
REVISED
NO. 206-10

UNITED STATES GOVERNMENT

Memorandum

F-111(7)

NO 6665

DAY

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N. E.
Salem, Oregon

DATE: July 23, 1965

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. [illegible] Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-111(7)
Rink Creek - Glen Aiken Creek Section
Parcel 37497, McKinney

Right-of-Way Engineer D. H. Moehring's letter of July 14, 1965 provides some additional information concerning a damage allowance of $1,305 to 8.7 acres of land due to the closing of an access at Sta 125.

We believe that the frontage road, which provides access to this property at Sta 119, furnishes reasonable access to the subject property, and therefore Federal funds could not participate in any payments made for loss or impairment of access. However, we do believe that the abandonment of the existing highway between Stas 123 and 129 may justify participation in an allowance to rearrange the owner's internal road system to serve the 8.7 acres of land which your appraiser considers as having a potential home site use. The amount subject to participation could not exceed $1,305. Therefore, if you will provide the following information we will be able to advise you as to the amount that may be coded "participating":

1. The cost of extending the present gravel road from the owner's existing home site to the area considered as having a potential home site use. The cost should be predicated on providing a roadway comparable to the one that runs from the access at Sta 119, past the trailer park, and to the existing home site. The data submitted should include an approximate sketch of the roadway and a breakdown of the road costs.

2. A sketch map from your appraiser and his comments as to the exact location of the 8.7 acres. It would seem that some of this acreage might lie to the east or to the rear of the trailer park and the developed home site, and might not be eligible for consideration; however, this may be resolved by submission of a sketch and the appraiser's comments.

Orig & Moehring
7-27-65

RECEIVED
JUL 2[illegible] 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO [illegible]
By Asst. State Hwy. Engr.
copy sent 7-29-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 21 1965
FOR FILING

Form CO-121 (11-63) (Proc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

F-111(8) Klaboe

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6665

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 19, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-111(8)
Rink Cr.-Glen Aiken Cr. Section
Grading and Paving

P.S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired or rights of entry obtained as indicated in Mr. Moehring's July 6, 1965 report, except for the following:

File No.	37488	- Benham	$2,076
" "	37492	- Chaney	3,700
" "	37505	- Johnson	822
" "	37506	- Stone	1,050
" "	37509	- Finley	2,900
" "	37511	- Finley	900
" "	37512	- Caudill	3,650
" "	37756	- Glasebrook	150
		Total	$15,248

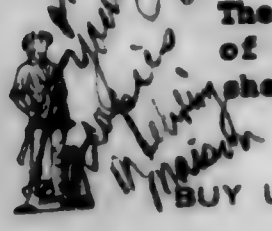
REFERRED TO
Young
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

We understand that the above files are being negotiated, but if not successful, condemnation suits will be filed with the expectation that these parcels will be made available for occupancy and contractor's use prior to your requesting our concurrence in award.

Authorization to proceed with utility adjustments included in your estimate is being withheld since the plans and estimate therefor have not been furnished; however, these documents must be furnished prior to our concurrence in award. It should be understood that you may be obligated to the contractor, but Public Roads must, of course, consider that you have certified that the status of these matters is such that delays should not result. Appropriate credits should be made in Public Roads participation for the liquidated damages involved in non-approved time extensions.

The pavement type selection for this project is accepted on the basis of documentation attached to your January 6, 1965 "Project Base Design" sheet.



(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr. Young's July 15, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

RECEIVED
JUL 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

RECEIVED
JUL 16 1965
FOR FILING
F-111(8)
6665

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. [illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 14, 1965

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Project F-111(7)
File No. 37497 - McKinney
Rink Creek-Glen Aiken Creek
Impairment of Access

Dear Sir:

This will reply to your June 25 letter wherein you have asked that we recode as nonparticipating a $1,305 item on the subject file.

I have had our Appraisal Supervisor, Mr. Smith, make a personal inspection of this property, and have asked that he prepare a report on the matter. A copy of his report is attached.

You will note that Mr. Smith has gone to great lengths to discuss the matter from several points of view. Mr. Smith did not attempt to show that the $1,305 item should remain a participating item on any one point of view, but rather that it can be justified from any one of several points of view; namely, and towit:

(1) The value of the roadway, which will be an overimprovement in the after condition, has considerable value.

(2) Utilizing the roadway for the development of the eight acres will cause a market value damage to the owner's residence.

(3) The home sites on the eight-acre parcel will be less desirable because of the access through the trailer park.

In addition to the above three items, a one-acre parcel has been sold from this very tract as recently as 1964 for a consideration of $1,500.

Based upon the above items, I will ask that you reconsider your request to have this item coded non-participating.

Very truly yours,

G. E. ROHDE
Chief Counsel

By D. L. Moehring
D. L. Moehring
Right of Way Engineer

NOTED
F. B. KLABOE

RECEIVED
JUL 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

DHM:SM
cc: F. B. Klaboe
L. H. Young
G. E. Rohde
Carl Smith

F-111(8)

6665

FHWA-CD-121 (Rev. 6-64) A.O. 168-107

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 12, 1965

In reply refer to: 08-35.3-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Primary Highway Program

Mr. Young's June 28, 1965 letter submitted two projects for inclusion in the subject program. We are approving both of these projects, effective this date, as Stage 2, construction phase, and Highway Safety Improvement projects:

Item	Project	Location	Work
453	F-111(8)	Rink Creek-Glen Aiken Creek	Grade, pave
454	F-168(22)	US 99E, SE Holgate Ave. to Jefferson St.	Highway Safety Improvement project

You are authorized to proceed with utility preparatory work on Item 453, F-111(8) effective this date.

On Item 454, F-168(22), the Highway Safety Improvement project, your June 16 letter submitted the justification in accordance with IM 21-2-65; however, our June 24 memorandum requested some additional data. Please submit this information if available.

In accordance with Mr. Young's July 7 letter, we have revised the PR-1 to reflect the additional cost as determined by more recent and accurate estimates.

The justification as previously submitted appears adequate; however, it would appear that the selection of high accident locations for spot improvement programs should be selected on accident sites that show a higher rate than the State's over-all average.

The requirements of IM 50-2-65 are not applicable to this project.

This program approval provides for an aggregate total of 2.03 miles at a total estimated cost of $1,400,000 of which $882,000 is reserved as Federal-aid Primary funds.

REFERRED TO

.....
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 1 - 1965

FILING
F-111(7)
6665

Form CO-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Mocking
Lorna please F&P

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE.
Salem, Oregon 97301

DATE: June 25, 1965

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-111(7)
Rink Creek-Glen Aiken Creek
Impairment of Access, File 37497, McKinney

The appraisal selected as representing market value of the property contains a $1,305 item for damages to 8.7 acres of land resulting from closing the southerly access at Station 125. A frontage road will be provided which will terminate at the existing northerly access, approximately Station 119.

In our opinion access via the frontage road will reasonably serve the property and the $1,305 item should be coded non-participating, in accordance with paragraph 6k, PPM 21-4.1(3), dated October 17, 1963.

RECEIVED
JUN 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Orig & Mocking
6-29-65
copies to Young
Maison
7-1-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123A 50M 5-63

RECEIVED
JUN 8 - 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, M.D.
PORTLAND

F-111(8)
6665

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 3, 1965

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Attention Mr. T. Doc
Assistant Division Engineer

Oregon Project F-111(7)
File No. 37495 - McNair
Rink Creek-Glen Aiken Creek
Coos Bay-Roseburg Highway
Coos County

Dear Sir:

In reference to your letter of May 11, 1965 concerning the damage vs the cost to cure, we have requested our appraisers to explain this to us and their answers are now in the file. Also, our reviewing appraiser has re-reviewed the appraisal in light of their explanation concerning damages.

The allowance of an additional $750 for fencing was made in error in the review and this has been corrected by the re-review referred to above.

Very truly yours,

G. S. ROHDE
Chief Counsel

By

D. H. MORRIS
Right of Way Engineer

DHM:ms

cc: G. S. Rohde
F. B. Klaboe
L. H. Young
M. E. Mitchell

RECEIVED
JUN 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Approved [illegible]
Asst. State Hwy. Engr.

NOTED
F B K

RECEIVED
MAY 13 1965
FOR FINANCE

F-111(8)

6665

477 Cottage Street, NE
Salem, Oregon 97301

May 11, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Signed by
A. W. Parsons
Div. Engineer

08-35.7

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-111(7)
Rink Creek-Glen Aiken Creek
File 37495, McMain

We note the appraisers of this property have used the cost to cure method of measuring damages but have not indicated the damages which would result disregarding cost to cure. In the event a lesser wrecking operation could be carried on on the remainder it is possible the damages would be less than the curative measures. In accordance with instructions contained in the State's Manual of Appraisal Standards please have your appraisers provide figures reflecting actual damages to the property. When the material has been received please forward a copy for our review in order that a determination can be made regarding Federal participation.

Line 40, page 9 of Mr. Rolfe's appraisal includes a $650 item for fence and gate within the taking. The review makes an additional $750 allowance for fencing. This appears to be a duplication. Please advise us if our assumption is correct or in error.

REFERRED TO
Young
Date: By:
For:
Due Date:

Orig. to Wright 5-12-65
Copy to Wright 5-13-65

RECEIVED
MAR 2 1965

FOR FILE

F 111(8)

6615

477 Cottage St. N.E.
Salem, Oregon 97301

February 23, 1965

Mr. Torrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by T. Doc
Eng. Coordinator

08-35.3-EC

A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Doc
Engineering Coordinator

Oregon Federal-aid Primary Program

We hereby approve the project submitted with Mr. Young's February 11, 1965 letter, effective February 18, 1965. This Stage 2 right-of-way project is detailed as follows:

Item	Project	Location	Work
450	F-111(7)	Rink Creek - Glen Aiken Creek	ROW

You are authorized to proceed with relocation payments effective February 18, 1965.

You are also authorized to proceed with all phases of right-of-way including actual acquisition effective February 18, 1965 with the understanding that a study will be made to determine the feasibility of providing access to remainders of Files No. 37494, Glazebrook, Station 113; 37509, Finley, Station 170; 37512 Caudill, Station 180; and 37583, Adamek, Station 188. The access control symbol on the right-of-way map indicates these remainders will be landlocked. Also, a study should be made to determine whether or not access should be provided to right side remainders of File 37498, Dunham, Station 125 and File 37499, Howell, Station 135. The right-of-way map indicates access will be provided to these remainders even though steepness of terrain would seem to almost preclude physical access. Remaining value appears to be minimal.

We understand Parcel 2 of File 37501 is being purchased as a materials source; therefore, right-of-way funds cannot participate in its acquisition.

This approval provides for 2.27 miles of right-of-way acquisition at a total estimated cost of $150,000 of which $93,000 is reserved as Federal funds.

NOTED
LLOYD P. SHAW

Original To Young
3-2-65

RECEIVED
MAR 17 1965
FOR FILING

F-111(8)

6666

February 11, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for one project, Item No. 450, Project No. F-111(7), Rink Creek-Glen Aiken Creek Section (RW) which we desire to have included in the Federal-Aid Primary Highway Program.

We are also submitting Right of Way Map, File No. 32-32-6 for the above project, which we trust will provide necessary data to permit authorization for the purchase of the necessary rights of way.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Rink Crk.-Glen Aiken Crk. Sec. 7-111(7)

EHC:mb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P
(PPM

CARD 2	REPORT NUMBER (18)–(20)	1	PROJECT LOCATION *(45 typewriter spaces)* 21–65	S.R. 42 1 mi. S.E. Coquille S.E. 2.3 mi.		ADT	PRESENT	4,000	FUTURE (66)–(70)	7,600	YEA (71)	
CARD 3	CHARACTER OF PROPOSED WORK *(55 typewriter spaces)* 28–62	Right of Way purchase	NATL. FOREST (63)–(65)		FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)		PL. AU (74)	
CARD 4	CLASS OF FEDERAL FUNDS	Primary							COUNTY NAME			
	NAME OF URBAN AREA 17-31								ROUTE NO.		FEDERAL-A 14	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43–46)	STEP (53)	TERMINI *(Full description)*	MILES (54)–(59)	ESTIMATED PROJECT C TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)
1	(14-15)	(16)	41	42						
5					**PE**		S.R. 42 1 mi. S.E. of Coquille S.E. 2.3 mi.			
5					**ROW**		(Rink Creek-Glen Aiken Creek Section)	2.27	$ 150,000	$ 95,000
5					**CONST** (CODE)				($1,130,000)	
							PROJECT TOTALS	2.27	$ 150,000	$ 95,000
									(16) (23)–(24)	

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	4,000	7,600	84	08	Oregon	35	012	450

JURISDICTION AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					F	111	(7)		

COUNTY NAME	CODE	PROGRAM STAGE
Coos	011	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
	14	35	

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
2.27	$ 150,000	$ 95,000	$ 55,000		ROW purchase incl. preliminary work and assistance to displaced persons. (Future gr., dr., 4 12' lanes, H.T. pave with 10' shldrs. and 4'-16' median). ROW - 200' normal; access control - partial; parking restrictions-none.
	($1,130,000)				
2.27	$ 150,000	$ 95,000	$ 55,000		

REMARKS: Assistance to displaced persons -
8 families - $1200
2 businesses- $4000

USCOMM DUSCOMM-DC 48905-P61

RINK CREEK-GLEN AIKEN CREEK SECTION

PROJECT NO. F-111(7)

Existing Facility

Roadway: The present roadway is an 18' bituminous penetration roadway with 1' to 2' shoulders. It was constructed in 1930 and is very substandard, containing many sharp reversing curves and inadequate sight distance.

Adjacent Sections

West End: Four 12' lanes AC pavement with 10' shoulders and 4' median, constructed under Project F-111(3).

East End: 18' bituminous surface with 1' to 2' shoulders.

Project Data

Right of Way purchase including preliminary work and assistance to displaced persons. Future four 12' lanes high type pavement with 10' shldrs. and 4' to 16' median.

System Action, Railroads, Airports, Water Development - None involved.

Public Hearing - Not required.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 1 Pages

Section ROCK CREEK-GLEN AIKEN ROAD Highway COOS BAY-ROSEBURG (FA 14) County COOS Prefix 6-1035

Res. Engr. _____ Approx. Length 2± Miles. Sta. 734 to Sta. 1[illegible] Date 1-6-65

Truck A.D.T. 398 Traffic Coefficient 9.5 18 kip e.a. per day 279.0

Annual Precipitation 36"± Frost Penetration - - - - - - - -

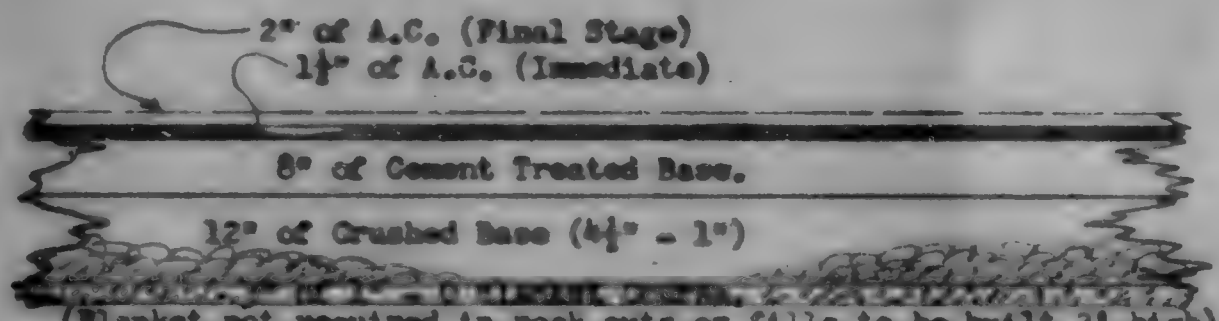
(1)

Typical Soil

73	LL
40	PI
99	%P 10
90	%P200
1	%Gravel
2	%C Sand
7	%F Sand
43	%Silt
47	%Clay
15	"R" Value (Corrected)

AASHO CLASSIFICATION:
A-7-5 (20)

MATERIAL SOURCES:
To be determined by the Engineer.


2" of A.C. (Final Stage)
1½" of A.C. (Immediate)
8" of Cement Treated Base.
12" of Crushed Base (4½" - 1")
(Blanket not required in rock cuts or fills to be built 3' high)

	CTB Total Req.	Credit	Actual Thick.	
		2	2	AC (Final)
		3	1½	AC (Immediate)
		8	8	CTB
		12	12	Cr Base (4½"-1")
		2½	3	Blanket (1"-0)
	29½	29½	26½	

NOTE:
Specifications for Cement Treated Base to be furnished by the Laboratory. Equivalency factor of 1:1 for CTB recommended by C.A. White, Engineer of Materials, Letter on Aggregate Treatment, dated November 10, 1964.

cc:
B.P.K.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by J. W. Yarbrough, Staff Assistant Recommended by C. A. White, Engineer of Materials

Recommended by L. L. Marker, Construction Engineer Approved by Lloyd V. Lowe, Asst. State Highway Engineer

RECEIVED JAN 14 1965

SECTION: RINK CREEK-GLEN AIKEN ROAD

HIGHWAY: COOS BAY - ROSEBURG

COUNTY: COOS

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 3500 (Total)

B. Future ADT 6450 (Total)

C. Mean ADT 4975 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 16 (ADT Basis)(Heavy Logging Traffic)

G. Trucks (in one direction) $\frac{F}{2}$ = 8% x (C) 4975 = 398

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 398 x (H) 100 % = 398

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.66

= 9.5

SECTION: [illegible] CREEK-GLEN ALDEN ROAD

HIGHWAY: COOS BAY - ROSEBURG

COUNTY: COOS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. **Traffic Classification:** See attached sheet
2. **Soils Characteristics:** See design chart attached
3. **Weather:** See design chart attached
4. **Performance of Similar Pavements in Area:** Good _____ Fair X Poor _____
   Remarks: _____
5. **Cost Comparisons:** None made - See remarks

Secondary Factors Governing Selection

6. **Adjacent Existing Pavements:** A.C. or Oil
7. **Stage Construction:** Part of the design
8. **Depressed, Surface, or Elevated Design:** Surface
9. **Conservation of Aggregates:** Not a consideration
10. **Stimulation of Competition:** Not a consideration
11. **Construction Consideration:** Not a problem
12. **Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry:** Not a consideration
13. **Traffic Safety:** Not a problem
14. **Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes:** See remarks

CONCLUSION AND REMARKS:

No cost comparison made for this unit. Due to the lack of specification material in this area, upgrading by the use of cement is recommended for the base course. Subsidence is anticipated through this unit, and the A.C. will be applied after major settlement has occured.

109-1118 Deschutes R. Bridge, Deschutes-Tumalo Hwy. 1965

6666

DEPARTMENT
JAN 24 1966
FOR FILING

109-1118

6666

January 21, 1966

Hartford Accident and Indemnity Company
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

Contract No. 6666 awarded to T and M Construction Company for the Deschutes River Bridge on the Tumalo-Deschutes Highway in Deschutes County was completed on December 3, 1965, and accepted by the Highway Commission on January 20, 1966.

Final payment in the amount of $1,801.12 will be released to the contractor after January 28, 1966. The total contract amount is $60,037.32 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc T & M Construction Company
838 Plymouth Drive
Salem, Oregon

Cushing Insurance
P. O. Box 7215
Salem, Oregon

L. H. Young
C. H. Maison (Attn: John Herr)

RECEIVED
JAN 21 1966
FOR FILING
109- 1118
6666

January 20, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed December 3, 1965, on Contract No. 6666. The contract was with T & M Construction Co. and was for construction of the Deschutes River Bridge (#33834) on the Tumalo-Deschutes Highway in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This will be presented to you for confirmation at the Commission meeting on January 25.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. M. Young
I. D. Merchant
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
JAN 17 1966
FOR FILING
109-1118
6666

Salem, Oregon
January 14, 1966

Acceptance of Contract

Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission.

Contract 6666 with T & M Construction Co. for construction of the Deschutes River Bridge (#3383A) on the Tumalo-Deschutes Highway in Deschutes County, completed Dec. 3, 1965.

L. H. Young
Office Engineer

LHY:jb

cc: Floyd Ousey
C. H. Nielsen
I. D. Merchant

RECEIVED
DEC 14 1965
FOR FILING

Salem, Oregon
December 13, 1965

Completion of Contract

Mr. I. D. Merchant
Bridge Engineer
BUILDING

This is to advise you that work was completed on December 3, 1965, on Contract No. 6666, Deschutes River Bridge Section, in Deschutes County.

We request that your office return a signed copy of this letter indicating acceptance of the contract work, or listing any conditions below which would prevent acceptance of the project by the Highway Commission. Third Notification date was December 3, 1965.

L. H. Young
Office Engineer

Bridge Division
Office Endorsement

Date:_____

Conditions noted on above date:

Bridge Engineer

HER:ed

RECEIVED
AUG 18 1965
COMMISSIONERS
FOR FILING

POSTAGE

GLENN [illegible], CHAIRMAN, SALEM
KENNETH H. FRIDLEY, MEMBER
[illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6666

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 17, 1965

FORREST [illegible]
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

T & N Construction Company
838 Plymouth Drive N. E.
Salem, Oregon

Gentlemen:

The State Highway Commission on August 17, 1965, awarded to you State Highway Contract No. 6666 for the following project:

Deschutes River Bridge on the Deschutes-Tumalo Highway in Deschutes County.

This award was based on your bid of $59,386.00 which was submitted to the Commission on August 10, 1965 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

I-5-3(69) Sutherlin Junc.-Winchester 1965
130 Sec., Pacific Hwy.
#6667 (Roadside Improvement)

RECEIVED
MAR 15 1968

I-5-3(69)1-3
6667

March 14, 1968

Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

A post-final payment for $1,725.00 will be made to Dayton Plumbing & Heating, Inc., & George F. Christofferson on Contract No. 6667 for roadside improvement on the Sutherlin Junction-Winchester Section of the Pacific Highway in Douglas County, as soon as the warrant is prepared.

The total amount paid on this contract will be $83,290.73, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Dayton Plumbing & Heating, Inc., and
George F. Christofferson
1223 Edgewater Street
Salem, Oregon

Wells & Ohling Insurance
P. O. Box 626
Salem, Oregon

bc C. H. Maison
Attn: John Herr

RECEIVED
APR 2 - 1968
FOR FILING

I-5-3(69)130

6667

March 5, 1968

Dayton Plumbing & Heating Inc. and
George F. Christofferson
1223 Edgewater Street
Salem, Oregon

Extension no. 4

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of time on Contract No. 6667 on the Sutherlin Junction-Winchester Section of the Pacific Highway in Douglas County.

After careful consideration, the Commission extended the specified completion date to May 23, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win

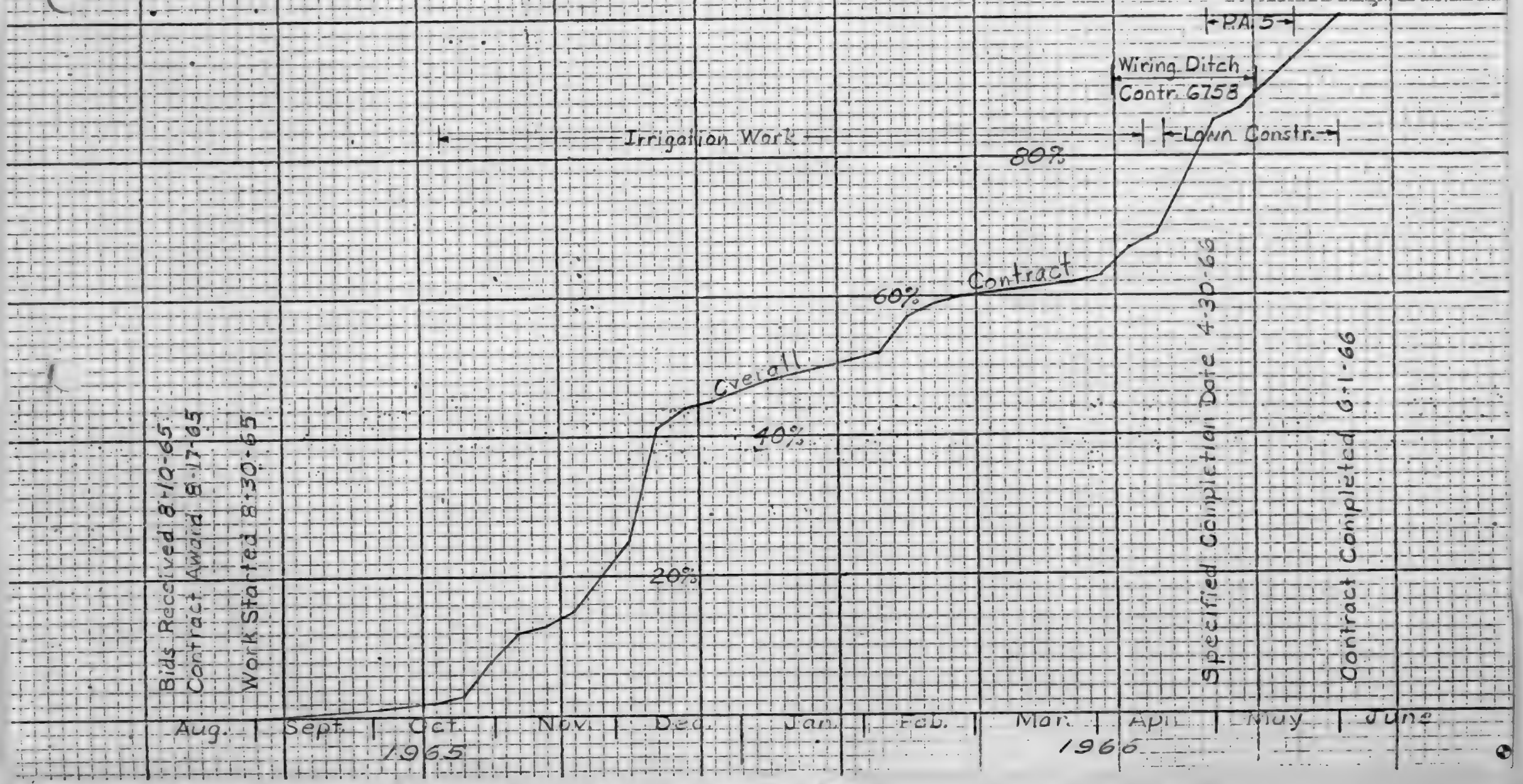
cc C. T. Keasey
John Hagedorn
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

SUTHERLIN JCT. - WINCHESTER

PACIFIC HIGHWAY

Contract 6667 Project I-5-3(69)130

PROGRESS CHART



Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: February 23 1968

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer, by E. J. Valach, District Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(69)130
Sutherland Junction - Winchester
Pacific Highway
Request for Time Extension

We hereby concur in the extension of project completion date to

May 23, 1966, as requested in your letter of February 23, 1968.

2-27-68

REFERRED TO
Morgan - Young - Mason
BY ASST. STATE HWY. ENGR

NOTED
F B KABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 21, 1968

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Sutherlin Junction-Winchester
Pacific Highway
Contract 6667

Attached is a request from Dayton Plumbing and Heating, Inc. and George F. Christofferson, contractor on the subject contract, for an extension of 32 days. This contract had a specified completion date of April 30, 1966, so the contractor's request is for an extension to June 1, 1966, which was the completion date of the contract. The contractor's request is based on delays in lawn construction caused by concrete ditch work under a price agreement and by electrical conduit ditch work under a separate contract, plus additional placing of topsoil and removal of rock.

This is the contractor's second request for an extension of time. The Highway Commission at its November 22, 1966, meeting denied the first request which was based on conflicting work being performed by a grading contractor during the early stage of this project. The contractor's current request concerns delays which occurred at or near the end of his work.

Attached is a progress chart which shows the relation of the contractor's irrigation and lawn construction with the work performed under a price agreement, and with a wiring ditch under a separate contract. In the contract Special Provisions the contractor was advised that a grading contract (Sutherlin-Winchester Contract 6358) might cause some interference and should be taken into consideration. The Special Provisions further advised that it was anticipated that the grading contract would be completed by October 30, 1965. Actually the grading contract work in Sutherlin Interchange was completed October 18.

The Special Provisions made no mention of the Sutherlin Interchange illumination Contract 6758 which was let in February, 1966, and we were not aware of it when the first request for time extension was considered. Part of the work under the illumination contract involved excavation of ditches for direct burial cable in the lawn areas. This ditch work was started April 5, 1966, and was completed May 11, 1966. The area involved in the ditch work was along one edge of the lawn which left the majority of the area available to the contractor. No notice of any conflict was mentioned during the life of the contract. Undoubtedly there was some conflict, but the extent and amount are virtually impossible to ascertain.

RECEIVED
FEB 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Work under Price Agreement No. 5 involved the construction of a concrete-lined ditch and installation of catch inlets and was started April 29. The price agreement work was completed May 21. This additional work was unanticipated when the contract was let and we believe an extension of 23 calendar days is justified.

There was a minor underrun in the bid item for furnishing and placing topsoil. Removal of rocks from planting areas is a normal part of the cleanup work required on any job. No extension for these two reasons is justified.

As noted above, the contractor's first request concerned delays at the beginning of his contract work while this request concerns delays near the end of the contract.

The contract was completed June 1, 1966, at which time 32 additional days beyond the specified completion date had been used, amounting to $2,400 in liquidated damages based on the rate of $75 per day. We recommend that the specified completion date be extended to May 23, 1966, which will reduce the liquidated damages to $675.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reason for granting an extension appears to be valid.

Rough drafts of letters to the Bureau of Public Roads and to the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB-DES:nn

Encs.

cc: L. H. Young

RECEIVED
FEB 29 1968
FOR FILING

I-5-3(69)130

6667

February 28, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 4
March 5, 1968 meeting

Gentlemen:

Dayton Plumbing and Heating, Inc. and George F. Christofferson, contractors on the roadside improvement project on the Sutherlin Junction-Winchester Section of the Pacific Highway in Douglas County, Contract No. 6667, have requested an extension of the specified completion date from April 30 to June 1, 1966. The contractors' request is based on delays in lawn construction caused by work under a price agreement and work under a separate contract, plus additional placing of topsoil and removal of rock.

This is the contractors' second request for an extension of time. The first request was denied at your meeting of November 22, 1966. It was based on conflicting work being performed by another contractor. No time is justified for this reason as we are unable to establish any delay.

There was additional work added to the contract by a price agreement involving the construction of a concrete-lined ditch and other drainage work which was completely unanticipated. This work required 23 calendar days to perform between April 29 and May 21, 1966. An extension of 23 calendar days is justified.

The delay which the contractors cite concerning topsoil and removal of rocks is not a justifiable reason for an extension. There was an underrun of topsoil, and removal of rocks from the planting areas is a normal part of cleanup work.

I recommend that the specified completion date be extended to May 23, 1966. This will reduce the liquidated damages to $675. The concurrence of the Bureau of Public Roads has been obtained.

This matter will be on the agenda for your consideration at the March 3 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc: Floyd Quary
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. M. Young
C. M. Maison
C. T. Keasey

DES:nn jes

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6667 Contractor Dayton Plumbing & Heating, Inc. & George Christofferson

Highway Pacific

Section Sutherlin Jct.-Winchester Interchange

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Work performed under Price Agreement No. 5 involving construction of a concrete-lined ditch and installation of catch inlets justifies an extension of 23 calendar days.

Recommended for Approval:

John Laythorpe Jr. Asst.
Division Engineer

Ivan A. Bird
for Construction Engineer or Bridge Engineer

J. J. Klabon Asst.
State Highway Engineer

Contract No. 6667

Project designation I-5-3(69)130 State-Federal

Date awarded Aug. 17, 1965

Work started Aug. 30, 1965

Per cent completed 100-June 1, 1966

~~Spec. Comp. date~~ ~~No. of Workdays Allowed~~ Date April 30, 1966

~~No. of Workdays Used~~

Request Extension to May 23, 1966.

~~No. of Added Workdays Requested~~

SP*6800-734

E-939 (Rev.)—SM—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Dec. 12, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays ~~from~~ of 32 days to ~~x~~ ~~xxxxxxx~~ days, within which to complete our Contract No. 6667, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

April 18, 1966 to June 1, 1966-delays in the lawn construction due to concrete ditch work initiated by State; ditch work by an electrical contractor; additional placing of topsoil and rock removal.

Respectfully submitted,

Geo. F. Jefferson
Contractor

Dayton Plumbing & Heating, Inc.

By Geo. F. Jefferson

CONSENT OF SURETY

Date December 20, 19 67

We, HARTFORD ACCIDENT & INDEMNITY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

HARTFORD ACCIDENT & INDEMNITY CO.

By
Attorney-in-fact

(SEAL)

WELLS & OHLING, INSURANCE

By
Resident Agent

RECEIVED
FEB 25 1968
FILE
I-5-3(69)130
6667

February 23, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for Extension of Time, Sutherlin Junction-Winchester, Pacific Highway
Project No. I-5-3(69)130

We have received from Dayton Plumbing and Heating, Inc., and George F. Christofferson, contractor on this project, a request for an extension of the specified completion date to June 1, 1966. The contractor's request is based on delays in lawn construction caused by concrete ditch work under a price agreement and by electrical conduit ditch work under a separate contract, plus additional placing of topsoil and removal of rock.

This is the contractor's second request for an extension of time. The Highway Commission at its November 22, 1966, meeting denied the first request which was based on conflicting work being performed by a grading contractor during the early stage of this project. The contractor's current request concerns delays which occurred at or near the end of his work.

In the Special Provisions for this contract the contractor was advised that a grading contract (Sutherlin-Winchester Contract 6358) might cause some interference and should be taken into consideration. The Special Provisions further advised that it was anticipated that the grading contract would be completed by October 30, 1965. Actually, the grading contract work in the Sutherlin Interchange was completed October 18.

The Special Provisions made no mention of the Sutherlin Interchange Illumination Contract 6758 which was let in February 1966, and we were not aware of it when the first request for time extension was considered. Part of the work under the illumination contract involved excavation of ditches for direct burial cable in

the lawn areas. This ditch work was started April 5, 1966, and was completed May 11, 1966. The area involved in the ditch work was along one edge of the lawn which left the majority of the area available to the contractor. No notice of any conflict was mentioned during the life of the contract. Undoubtedly there was some conflict, but the extent and amount are virtually impossible to ascertain.

Work under Price Agreement No. 5 involved the construction of a concrete-lined ditch and installation of catch inlets and was started April 29. The price agreement work was completed May 21. The price agreement work therefore covered a period of 23 calendar days. This additional work was unanticipated when the contract was let and we believe an extension of 23 calendar days from the specified completion date of April 30, 1966, is justified.

There was a minor underrun in the bid item for furnishing and placing topsoil. Removal of rocks from planting areas is a normal part of the cleanup work required on any job. No extension for these two reasons is justified.

As noted above, the contractor's first request concerned delays at the beginning of his contract work while this request concerns delays near the end of the contract.

The contract was completed June 1, 1966, which is 32 days on which liquidated damages have been charged. It is our recommendation that the completion date be extended to May 23, 1966. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
C. H. Maison
L. H. Young
C. T. Keasey

DES:nn srb

RECEIVED
NOV 22 1967
FOR FILING

I-5-3(69)130

6667

November 22, 1967

Hartford Accident & Indemnity Company
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

Contract No. 6667 awarded to Dayton Plumbing and Heating, Inc. and George F. Christofferson for roadside improvement on the Sutherlin Junction-Winchester Section of the Pacific Highway in Douglas County was completed on June 1, 1966, and accepted by the Highway Commission on November 22, 1967.

Final payment in the amount of $5,775.25 will be released to the contractor after November 30, 1967. The total contract amount is $81,565.73 and no work was performed under force account.

There are no outstanding claims filed against this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Dayton Plumbing and Heating, Inc.
and George F. Christofferson
1223 Edgewater Street
Salem, Oregon

Wells & Chling Insurance
P. O. Box 626
Salem, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 22 1967
Proj. Files
I-5-3(69)130
6667

November 22, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 1, 1966, on Contract No. 6667. The contract was with Dayton Plumbing & Heating, Inc., and George F. Christoffersen and was for roadside improvement on the Sutherlin Junction-Winchester Section of the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 22, 1967, and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

srb fn

I-5-3(69)130

C

FORM E-1 REV 10-61

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Sutherlin Jct. - Winchester	WEEK ENDING: July 21, 1967
		SECTION PREFIX: 610-1010
	HIGHWAY: Pacific	COUNTY: Douglas
NAME OF JOB: Sutherlin Jct. - Winchester	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Dayton Plumbing & Heating & George F. Christofferson	CONTRACT NUMBER: 6667	FEDERAL AID PROJECT NUMBER: I-5-3(69)130
DATE OF CONTRACT: August 17, 1965	DATE WORK STARTED: August 30, 1965	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: April 30, 1966	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 100,754.88		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 93,590.09	ENGINEERING AUTHORIZATION $ 7,164.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 82,302.13	ENGINEERING COST TO DATE $ 13,532.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 12.06 %	PERCENT OF AUTHORIZATION . . . . . 189 %	DATE PROJECT WAS COMPLETED: June 1, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				TOPSOIL	TREES	SHRUBS		
				[illegible]	[illegible]	MAINTENANCE [illegible]	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT								
MILES PARTIALLY COMPLETED								
MILES COMPLETED								
TOTAL ESTIMATED QUANTITIES (CONTRACT)				2,650	1,100	6,650		
TOTAL QUANTITIES CORRECTED TO DATE				2,477	1,056	6,078		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				2,477	1,056	6,078		
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	. . . .	. .	.	
MONDAY 17	Fair	N.A.		
TUESDAY 18	Fair			
WEDNESDAY 19	Fair			
THURSDAY 20	Fair			
FRIDAY 21	Fair			
SATURDAY				

Routing
Morgan
Docker
Burgess
Walker
Scott

RECEIVED
JUL 21 1967
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY 17	No work this week.
TUESDAY 18	
WEDNESDAY 19	
THURSDAY 20	
FRIDAY 21	
SATURDAY	

REMARKS

Mr. Riedl of the Bureau of Public Roads and Mr. Olson of the O.S.H.D. landscape department made the final inspection of the lawn at Sutherlin interchange on July 13, 1967. The lawn was accepted as satisfactory thus making the project complete.

SIGNED J. B. Haydon LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

EP*F216

RECEIVED
JUL 31 1967

FORM E-123X SON 4-65
I 5-3(69)130
COMMISSIONER
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Polk

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 19, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the replacement planting was completed on July 13, 1967, on Contract No. 6567, Sutherlin Jct. -Winchester Section, in Douglas County, in connection with Federal-Aid Project No. I-5-3(69)130.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
F. B. KLABOE

By

L. H. Young
Office Engineer

young
7-31-67

Bureau of Public Roads
Oregon Division Office Endorsement Date 7-24-67

Conditions noted on above date:

Project satisfactorily completed.

PVR

OREGON DIVISION
RECEIVED

NOTED
F. B. KLABOE

RECEIVED
JUL 27 1967
OFFICE
STATE HIGHWAY

A. W. Parsons
Division Engineer

By: W. E. Martin
District Engineer

cc: Forrest Cooper
L. H. Young

RECEIVED
DEC 14 1966
FOR FILING

I-5-3(69) 130

6667

#4

November 25, 1966

Dayton Plumbing & Heating Inc. &
Geo. F. Christofferson
1223 Edgewater Street NW
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting on November 22, 1966 considered your request for an extension of time on Contract No. 6667 on the Sutherlin Junction-Winchester Section of the Pacific Highway in Douglas County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request for a 60-day extension.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc: L. R. Chandler
John Hagedorn
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

RECEIVED
OCT 24 1966
FOR FILING

I-5-3(61) 150

6667

October 24, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 4
November 22, 1966 meeting

Gentlemen:

Dayton Plumbing and Heating, Inc. and George F. Christofferson, contractors on the Sutherlin Junction-Winchester Section (roadside improvement) of the Pacific Highway in Douglas County, Contract No. 6667, request a 60-day extension in which to complete their work without the assessment of liquidated damages.

The contractors claim that prior grading work delayed their installation of an irrigation system and that when the area was available, their work had to be performed in poor weather. The contract specifications explained that this prior work was in progress and pointed out that the roadside improvement project would have to be phased with it.

Under the circumstances, I have no choice but to recommend that the request be denied and the Bureau of Public Roads concurs in this recommendation. The contract was completed on June 1, 1966, which was 32 days beyond the specified completion date and results in $2,400 liquidated damages.

The matter will be on the agenda for the November 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Quary
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:sg/RLP:ms bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6667 Contractor Dayton Plumbing & Heating, Inc. & George Christofferson

Highway Pacific

Section Sutherlin Jct.-Winchester

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED. The reasons for such recommendation are as follows:

DENIED

The delay caused by non-completion of the previous contract and [illegible] operations in the Spring of 1966 justify an extension to June 1, 1966.

The contract specifications were that prior grading work was in progress, with an estimated completion date of October 30, and it was actually completed October 18--or 12 days sooner than had been anticipated.

Recommended for Approval:

John Quinn II
Asst. Division Engineer

Stan A. Bond
For Construction Engineer or Bridge Engineer

J. K. Lobe
Assistant State Highway Engineer

Contract No. 6667

Project designation I-5-3(69)130

Date awarded State-Federal Aug. 17, 1965

Work started Aug. 30, 1965

Per cent completed In establishment period

Completion date June 1, 1966

No. of Workdays Allowed Date April 30, '66

No. of Workdays Used

No. of Added Workdays Requested Request extension to June 1, 1966.

E—220 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 1, 19 60

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 4/30/60 days to 6/30/60 days, within which to complete our Contract No. 6687, without the assessment of liquidated damages. The said contract is described as follows:

Sutherlin Jct-Winchester Roadside Improvement

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: We were unable to start job-through no fault of ours in time to get the lawn and shrubs in fall planting. We feel that because of weather this spring it might be too wet to plant in April. We are asking for a 60 day extension.

Respectfully submitted,
Dayton Plumbing & Heating, Inc.
and George F. Christofferson
Contractor
By Geo F. Christofferson

CONSENT OF SURETY

Date March 3, 19 60

We, HARTFORD ACCIDENT & INDEMNITY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

HARTFORD ACCIDENT & INDEMNITY CO.
By Donald Howell
Attorney-in-fact

WELLS & CULLEN, INSURANCE
By Donald Howell
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6667 Contractor Dayton Plumbing & Heating, Inc. & George Christofferson

Highway Pacific

Section Sutherlin Jct.-Winchester

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted]. The reasons for such recommendation are as follows: DENIED

~~The delay caused by incompletion of the previous contract~~ and unsuitable ground conditions in the Spring of 1966 justify ~~an extension to June~~ 1966.

The contract specifications warn that prior grading work was in progress, with an estimated completion date of October 30, and it was actually completed October 18--or 12 days sooner than had been anticipated.

Recommended for Approval:

John Adamson
Asst. Division Engineer

Walter Ford
for Construction Engineer or Bridge Engineer

B Kleber
Assistant State Highway Engineer

Contract No. 6667

Project designation I-5-3(69)130
State-Federal

Date awarded Aug. 17, 1965

Work started Aug. 30, 1965

In establishment period

Per cent completed June 1, 1966
Date

Completion date

No. of Workdays Allowed April 30, '66

No. of Workdays Used

Request extension to June 1, 1966.

~~No. of Added Workdays Requested~~ 32

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 1, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 4/30/66 days to 6/30/66 days, within which to complete our Contract No. 6667, without the assessment of liquidated damages. The said contract is described as follows:

Sutherlin Jct-Winchester Roadside Improvement

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: We were unable to start job-through no fault of ours in time to get the lawn and shrubs in fall planting. We feel that because of weather this spring it might be too wet to plant in April. We are asking for a 60 day extension.

Respectfully submitted,
Dayton Plumbing & Heating, Inc.
and George F. Christofferson
Contractor
By Jan M Vedding
George F. Christofferson

CONSENT OF SURETY

Date March 3, 19 66

We, HARTFORD ACCIDENT & INDEMNITY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

HARTFORD ACCIDENT & INDEMNITY CO.
By Ronald L Wells
Attorney-in-fact

WELLS & OMLING, INSURANCE (SEAL)
By Ronald L Wells
Resident Agent

FORM E-30 5M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 19, 1966

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Extension of Time
Sutherlin Jct.-Winchester Section
Pacific Highway
Contract No. 6667

Attached is a request from Dayton Plumbing and Heating, Inc. and George F. Christofferson, contractor on the subject contract, for an extension of the specified completion date from April 30 to June 30, 1966. The contractor's request is based on delays occasioned by work being done under a separate contract which prevented his performing irrigation work in the Sutherlin Interchange.

Bids for this project were received on August 10, 1965 and the contractor started work on August 30, 1965. The contractor was prevented from performing the planned irrigation work in the Sutherlin Interchange area due to work being performed by another contractor on Contract 6358 (Sutherlin-Winchester, grading-paving). Work on this previous project in the Sutherlin Interchange area was completed on October 18 and the subject contractor immediately increased his crew and started this irrigation system work. He had been working on landscaping in other areas on the project prior to this time, but his lawn construction in the Sutherlin Interchange was directly controlled by the required irrigation work. The contractor continued to work on the irrigation, when weather permitted, until he finally completed it on April 13, 1966.

A special provision advised of the separate grading contract in progress and stated its estimated date of completion was October 30, 1965, so it actually was done 12 days earlier than this.

He commenced the lawn construction on April 18, 1966. Due to unsuitable planting conditions, the lawn construction proceeded as ground conditions permitted, but it was not possible to make up the time needed. In fact, the contractor would not have been allowed to complete the lawn in a lesser time due to the aforementioned unsuitable ground conditions. All of the contract work with the exception of the lawn was completed by the specified completion date. There was some additional

planting of a minor nature, which was necessitated by drainage work performed under price agreement No. 5. This was done after the completion date, but the only contract work performed was the lawn construction. The total project will under-run less than 2 per cent.

Although it appears that had he been able to commence the irrigation work at the same time he started his other work, he could have completed it in time to have planted the lawn area in the Fall of 1965, we can find no valid reason to justify a time extension. Admittedly, the interval from October 30 to the April 30 specified completion date was a difficult limitation to meet. We, therefore, recommend that the request be denied. All work on this project was completed June 1, 1966. This represents 32 penalty days and $2,400.00 in liquidated damages.

This matter has been discussed with the Bureau of Public Roads' Area Engineer, who concurs in the denial.

Rough draft letter to the Highway Commission is attached.

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:DES:sg
Attachment

cc: L.H. Young

RECEIVED
OCT 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

Form A-186—5M

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date DEC 3 1965 By ME Martin
This Dist. Engineer
U.S. Bureau of Public Roads

STATE FORCES NOT INVOLVED

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Sutherlin Jct.-Winchester Date August 26, 1966

Highway Pacific Contract No. 6667 F. A. Project No. I-5-3(69)130

County Douglas Prefix 610-1010 Account No. 285-01

Description of Work To Be Done:

To install a 2-inch water meter at the Sutherlin Interchange.
(City of Sutherlin water source.)

Location by Station Numbers:

Sutherlin Interchange

Estimate of Quantities and Costs:

Install water meter - - - - - - - - $ 205.00

NET COST TO PROJECT $ 205.00

RECEIVED
SEP 29 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Explanation:

City of Sutherlin to install the meter. This cost was set up as an anticipated item. The work has been done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 100,754.88
Present estimate of project cost, including $ 205.00 for work under this order	$ 100,754.88
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. R. Hagedorn, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd Asst., Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

STATE COPY

Form A-105—8M

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date G-1P ME Martin
Division Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Sutherlin Jct.-Winchester Date August 26, 1966

Highway Pacific Contract No. 6667 F. A. Project No. I-5-3(69)130

County Douglas Prefix 610-1010 Account No. 279-02

Description of Work To Be Done: Pay for water supplied at Sutherlin Interchange by City of Sutherlin during the life of this contract.

Location by Station Numbers: Sutherlin Interchange

Estimate of Quantities and Costs: City of Sutherlin water meter @ Sutherlin Interchange - $1,300.00

NET COST TO PROJECT = $1,300.00

Explanation: Standard specifications indicate that the State is to pay for all of the water use on this project. Allowance for this water cost was not made in the original authorization. Approximately $900.00 worth of water has been used.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 100,754.88
Present estimate of project cost, including $ 1,300.00 for work under this order	$ 100,754.88
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. L. Hagedorn, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay R. Boyd, Assistant Division Engineer

Approved: /s/ L. H. Young, State Highway Engineer. Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Young 10-3-66

RECEIVED
AUG 1 - 1966
FOR FILING

I 5-3 (69) 130

6667

August 1, 1966

748
762
792

Mr. George C. Stubbert
City Manager
City of Sutherlin
Post Office Box 459
Sutherlin, Oregon

Dear Mr. Stubbert:

On June 10 I advised you that we would apply for Federal Bureau of Public Roads' participation in paving the slopes beneath the Sutherlin Interchange structure on I-5.

We regret that we have been unable to secure approval for performing this work with interstate funds. Under the circumstances, we must advise you that we cannot at this time provide the requested slope paving for this interchange.

Thank you for bringing the matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
L. R. Chandler

FORM E-90 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1966

IVED
16
E OF
WAY ENGINEER

SUBJECT: Refer to FBK 762 and 792
Slope Paving Request
Sutherlin Interchange
Pacific Highway

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

By letter of June 23, 1966 I advised that the Bureau of Public Roads has indicated that they would not participate in the performance of slope paving work (subject request) under the existing Interstate contract. They indicated, however, that this work might be eligible for Federal participation with A.B.C. Funds.

Attached hereto are copies of correspondence from Division III plus estimates for Alternate Plans "A" and "B".

> Plan "A", with sidewalk construction, is estimated to cost $20,238.75. Please note that retaining wall type could be changed to a cantilever type and thus eliminate undermining of sanitary sewer. Also, it is perfectly feasible to construct sidewalk on southerly side.
>
> Plan "B", without sidewalk, is estimated to cost $16,543.13.

I believe that Plan "A" will be needed at this location. Recommend placing retaining wall and sidewalk on southerly side of crossing. Decision on design and financing should be worked out with City of Sutherlin Officials.

F. D. Morgan
Construction Engineer

FDM:bjm
Attachments

cc: L. R. Chandler

FORM S-50 REV. 10-65 SP*23401-734

Routing
Morgan
Docker
Walker
Glenn
Swan
Frost
Starr
Wills
Litchfield
Dixon

RECEIVED
JUL 8 1966
CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 6, 1966

SUBJECT: Assignment 762-792 FBK
Slope Paving Request
Sutherlin Interchange
Pacific Highway

To: F. D. Morgan
Construction Engineer
Salem

In reply to your instructions of June 23, 1966, Plan "A" and Plan "B" are submitted.

Plan "A" with AC sidewalks, sprinkler, landscaping and Drainage Revisions plus slope protection and retaining wall.

Total Cost	$20,238.75
Sutherlin Share	4,780.00

Remarks: This plan partially exposes a precast sanitary sewer manhole that will not permit a gradient adjustment because of the proximity of the sewage treatment plant.

This plan includes a necessary rerouting of storm drainage. (See sketch)

Plan "B" without AC sidewalks and retaining wall, but with slope protection and sprinkling, landscape and drainage revisions.

Total Cost	$16,543.13
Sutherlin Share	00

Remarks: This plan does little for the present very low volume pedestrian traffic except extend them guard rail protection as they walk under the bridge. This plan includes the same storm drainage revision as Plan "A".

Division recommends still a third plan.

Plan "A" modified with AC sidewalk on the south side of the Elkton-Sutherlin Highway and including slope protection and retaining wall (south side) etc.

Total Cost	$20,238.75
Sutherlin Share	4,780.00

Remarks: This plan provides a pedestrian walk under the structure with 6' paved shoulder to complete the walks beyond the structure. It permits the same storm drainage revisions. It allows the slope protection to be installed on the north side without excessive exposure to the existing sanitary sewer manhole.

Carl M. Williams
ASSISTANT DIVISION ENGINEER

CMW:cc
attach.

FORM E-20 50M 7-64 SP*6220-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 6, 1966

SUBJECT: Estimate of costs.
Slope paving and related work.
O'Xing of Elkton Sutherlin Highway.
Pacific Highway - Douglas County

To:

L. R. Chandler
Division Eng'r.

Attention: John Quiner II

Pursuant to the attached letters from Mr. Morgan and yourself I hereby submit estimates of cost for two seperate plans.

Plan "A" (w/sidewalk & retaining wall):
I elaborated some what on the plan from Mr. Morgan. I lengthened the curbs and shoulder paving to the east, and also added some 18 inch pipe. This was done to take care of a drainage problem from the Four Winds area. Also, only 6' paved shoulders are shown.

However, it appears that placing the sidewalk on the north side of Highway 138 would entail a very costly revision of the sanitary sewer in this area. We were informed last year during construction of the Sutherlin interchange, that the sewer line cannot be adjusted gradewise.

I have shown the existing manhole and sewer pipe locations on one of the prints sent down by Mr. Morgan. The elevations are in relation to existing edges of pavement at the respective edges of the bridge.

Plan "B" (w/o sidewalk and retaining wall):
This plan retains the features of Plan "A" except eliminates the sidewalk and retaining wall. While plan "B" does not provide much in the way of pedestrian traffic, it does eliminate the possible problems that may be encountered of we get into the sewer line.

I recommend that the sidewalk, if a sidewalk is desired, be placed on the south side of highway 138. The foot traffic to the east towards Sutherlin would face about the same risk because of the many road approaches and interchange legs as they would walking on the north side. Cost would be very similar to that of Plan "A" as submitted.

J. R. Hagedorn
Resident Eng'r.

attach:
JRH/kdo

FORM E-30X—50M—1-65 SP°19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1966

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

ATTENTION: Mr. John Quiner II

SUBJECT: (Assignments: FBK-762 and 792)
Slope Paving Request
Sutherlin Interchange
Pacific Highway - Douglas County

After reviewing the information that is available in this office, it has been decided that additional field work is required. Your recommendations and estimate of cost is requested for the slope paving, and for the work that the City of Sutherlin has asked for. The estimate should also include the regrading and replanting of the landscaped area, and the removal and re-installing the sprinkler system involved in the area of construction. This information is due in this office July 7, 1966.

Enclosed are two prints that show proposed sections that have been considered. They are enclosed for your information and comments.

The Area Engineer for the Bureau of Public Roads has been contacted regarding eligibility for Federal participation to do this work. He has indicated that they would not participate in the performance of this work under the existing contract. He also indicated that the work might be eligible for Federal participation, but probably not for Interstate funds.

F. D. Morgan
Construction Engineer

FDM:bjm
Attachments

cc: F. B. Klaboe

Form E-147—1064

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

State Printing

ESTIMATE OF COST - SLOPE PAVING ETC. O'XING OF ELKTON-SUTHERLIN HIGHWAY

					NET	ALLOW.	TOTAL	UNIT	UNIT CO
Draingge excavation					50	5	55	Cy.	4.0
General excavation					415	35	450	Cy.	2.0
Planting vines					2135	215	2350	each	0.5
Rem. and reinstall sprinkler system					All	-	All	lumpsum	
12 inch conc. pipe					12	3	15	lin.ft.	3.0
18 inch conc. pipe					280	30	310	lin.ft.	5.0
Type C inlets					3	-	3	each	110.0
Type C-1 inlets					1	-	1	each	120.0
Adjust manhole					1	-	1	each	150.0
Type C curbs					13	2	15	Cy.	40.0
Structural excavation			X		250	25	275	Cy.	5.0
Class A conc. in ret. wall		X			38	4	42	Cy.	65.0
Metal reinforcement in ret. wall		X			2460	240	2700	lbs.	0.1
Preparation of slopes					460	40	500	Sq. Yds.	3.0
Slope paving					460	40	500	Sq. Yds.	8.0
A.C. Sidewalks			X		80	10	90	Sq. Yds.	3.0
A.C. Surfacing (shldrs)					606	54	660	Sq. Yds.	2.0
								Total	

ING OF ELKTON-SUTHERLIN HIGHWAY Plan A (w/sidewalk)

	ALLOW.	TOTAL	UNIT	UNIT COST	TOTAL
	5	55	Cy.	# 4.00	# 220.
	35	450	Cy.	2.00	900.
	215	2350	each	0.50	1,175.
	-	All	lumpsum		1,300.
	3	15	lin.ft.	3.00	45.
	30	310	lin.ft.	5.00	1,550.
	-	3	each	110.00	330.
	-	1	each	120.00	120.
	-	1	each	150.00	150.
	2	15	Cy.	40.00	600.
	25	275	Cy.	5.00	1,375.
	4	42	Cy.	65.00	2,730.
0	240	2700	lbs.	0.15	405.
0	40	500	Sq. Yds.	3.00	1,500.
0	40	500	Sq. Yds.	8.00	4,000.
0	10	90	Sq. Yds.	3.00	270.
6	54	660	Sq. Yds.	2.00	1,320.
			Total	#	17,990.00

Summary

Cont. Amt.	# 17,990.00
Contingencias	809.55
Engrg.	1,439.20
Total	# 20,238.75

1270

14" Sanitary Sewer line

18" conc.

Const. catch inlet type G-1

Existing pavement edges

Install 18" conc. pipe

End paving

Const. catch inlet type "G"

End curb

End paving

Const. Type "C" curbs

1267+54.22 P.O.T

R/W 1796+50.39 P.O.T

Install 18" Conc. pipe

Slope paving

Const. A.C. Paving

Const. A.C. Sidewalk

Const. 6' conc. ret. wall

Slope paving

Install guardrail

Pavement edge

End curb

End curb

Const. catch inlets type "G"

Install 12" conc. pipe

Begin 6' Paved shldr.

1265

-1796-

Sutherlin Interchange
Slope Paving and Improvement
Pacific Hwy. Douglas Co.
Scale: 1" = 50' July, 1966

Type G-1

Existing pavement edge

Install 18" Conc. pipe

End paving

Const. catch inlet type 'G'

End curb

End paving

Const. Type 'C' curbs

1267+54.22 P.O.T

R/W 1796+50.39 P.O.T

Install 18" Conc. pipe

Slope paving

Const. A.C. Paving

Const. A.C. Sidewalk

Slope paving

Const. 6' conc. ret. wall

Install guardrail

Pavement edge

End curb

End curb

Const. catch inlets type 'G'

Install 12" Conc. pipe

Begin 6' Paved Shldr.

1265

Begin 6' Paved Shldr. 1263+50

1796

Sutherlin Interchange
Slope Paving and Improvement
Pacific Hwy. Douglas Co.
Scale: 1" = 50' July, 1966
J.R. Hagedorn, Res. Engr.

NOTE: Plan "A" in black
Plan "B" eliminates sidewalk & ret. wall & adds guardrail in red.

Form E-147—1066

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

State Printing

ESTIMATE OF COST - SLOPE PAVING ETC. O'XING OF ELKTON-SUTHERLIN HIGHWAY

	NET	ALLOW.	TOTAL	UNIT	UNIT #
Draingge excavation	50	5	55	Cy.	4
General excavation	415	35	450	Cy.	2
Planting vines	2135	215	2350	each	6
Rem. and reinstall sprinkler system	All	-	All	lumpsum	
12 inch conc. pipe	12	3	15	lin. ft.	3
18 inch conc. pipe	280	30	310	lin. ft.	5
Type G inlets	3	-	3	each	116
Type G-1 inlets	1	-	1	each	126
Adjust manhole	1	-	1	each	150
Type C curbs	13	2	15	Cy.	4
Structural excavation	250	25	275	Cy.	
Class A conc. in ret. wall	38	4	42	Cy.	6
Metal reinforcement in ret. wall	2460	240	2700	lbs.	
Preparation of slopes	460	40	500	Sq. Yds.	3
Slope paving	460	40	500	Sq. Yds.	8
A.C. Sidewalks	80	10	90	Sq. Yds.	3
A.C. Surfacing (shldrs)	606	54	660	Sq. Yds.	2
				Total	

G OF ELKTON-SUTHERLIN HIGHWAY Plan A (w/sidewalk)

ALLOW.	TOTAL	UNIT	UNIT COST	TOTAL
5	55	Cy.	# 4.00	# 220.
35	450	Cy.	2.00	900.
215	2350	each	0.50	1,175.
-	All	lumpsum		1,300.
3	15	lin.ft.	3.00	45.
30	310	lin.ft.	5.00	1,550.
-	3	each	110.00	330.
-	1	each	120.00	120.
-	1	each	150.00	150.
2	15	Cy.	40.00	600.
25	275	Cy.	5.00	1,375.
4	42	Cy.	65.00	2,730.
240	2700	lbs.	0.15	405.
40	500	Sq. Yds.	3.00	1,500.
40	500	Sq. Yds.	8.00	4,000.
10	90	Sq. Yds.	3.00	270.
54	660	Sq. Yds.	2.00	1,320.
		Total	#	17,990.00

Summary

Cont. Amt.	# 17,990.00
Contingancies	809.55
Engrg.	1,439.20
Total	# 20,238.75

1270

14" Sanitary Sewer line

13" conc.

Const. catch inlet type G-1

Existing pavement edges

Install 18" conc. pipe

End paving

Const. catch inlet type "G"

End curb

End paving

Const. Type "C" curbs

1267+54.22 P.O.T

R/W 1796+50.39 P.O.T

Install 18" Conc. pipe

Slope paving

Const. A.C. Paving

1799

Const. 6' conc. ret. wall

Const. A.C. Sidewalk

Slope paving

Install guardrail

Pavement edge

End curb

End curb

Const. catch inlets type "G"

Install 12" conc. pipe

Begin 6' Paved shldr.

1265

Sutherlin Interchange
Slope Paving and Improvement
Pacific Hwy. Douglas Co.
Scale: 1" = 50' July, 1966

Install 18" Conc. pipe

End paving

Const. catch inlet type "G"

End curb

Existing pavement edge

End paving

Const. Type "C" curbs

1267+54.22 P.O.T

R/W 1796+50.39 P.O.T

Install 18" Conc. pipe

Slope paving

Const. A.C. Paving

Const. A.C. Sidewalk

Slope paving

Const. 6' conc. ret. wall

Install guardrail

Pavement edge

End curb

End curb

Const. catch inlets type "G"

Install 12" conc. pipe

Begin 6' Paved Shldr.

1265

Begin 6' Paved Shldr. 1263+50

Sutherlin Interchange
Slope Paving and Improvement
Pacific Hwy. Douglas Co.
Scale: 1" = 50' July, 1966
J.R. Hagadorn, Res. Engr.

NOTE: Plan "A" in black
Plan "B" diminates sidewalk & ret. wall & adds guardrail in red.

- 1799

RESHAPE TO DRAIN WITH SLOPES OF 3:1 OR FLATTER WHEN POSSIBLE

"A" Line

56'

1270

1795

Subgrade

Subgrade

Const. 6" Conc. Ret. Wall

Const. Type 2 Curb

4-Inst. 12" Culv. Pipe

End 10' Cat. 2 Shld. Lt.

490

488

486

484

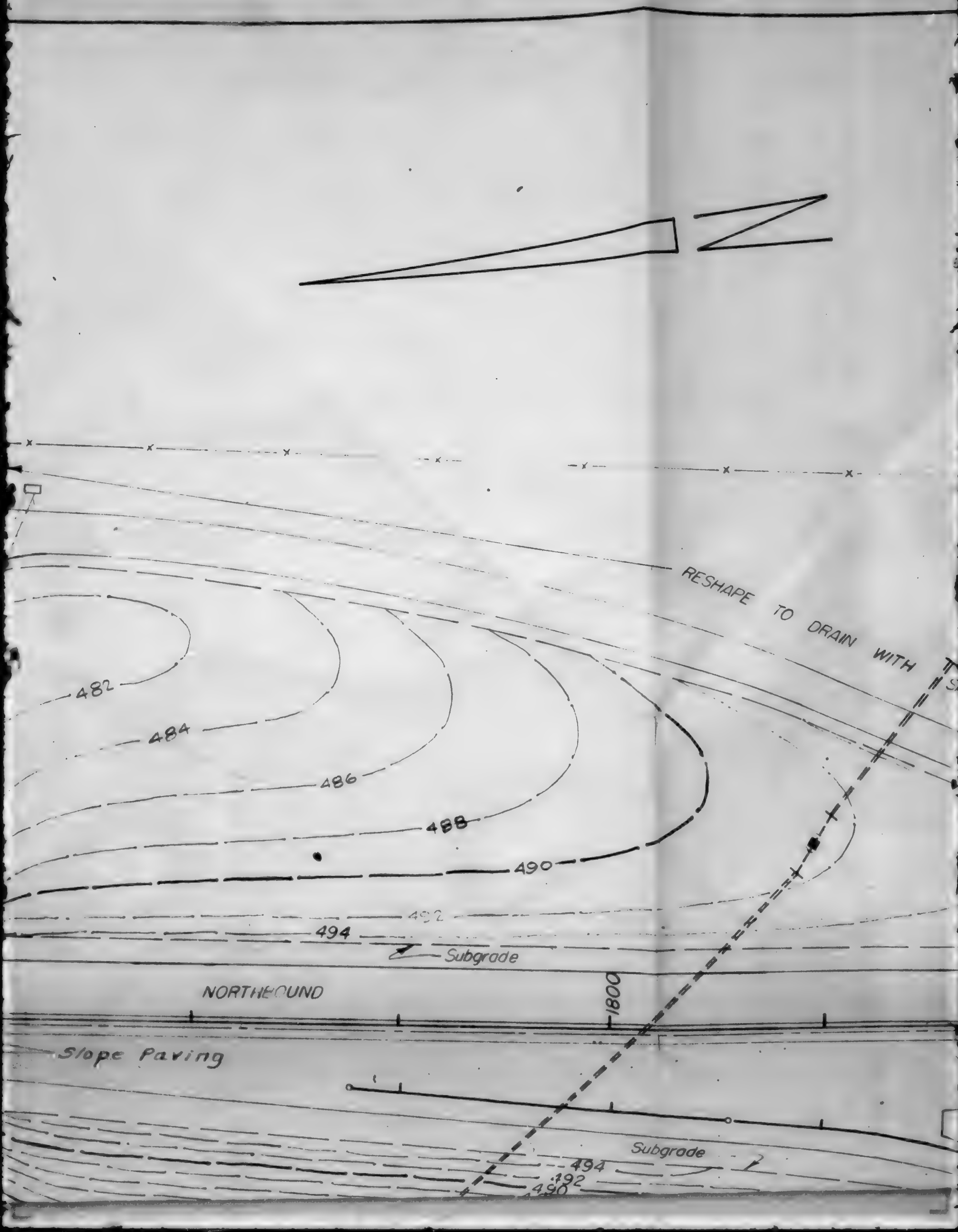
482

480

478

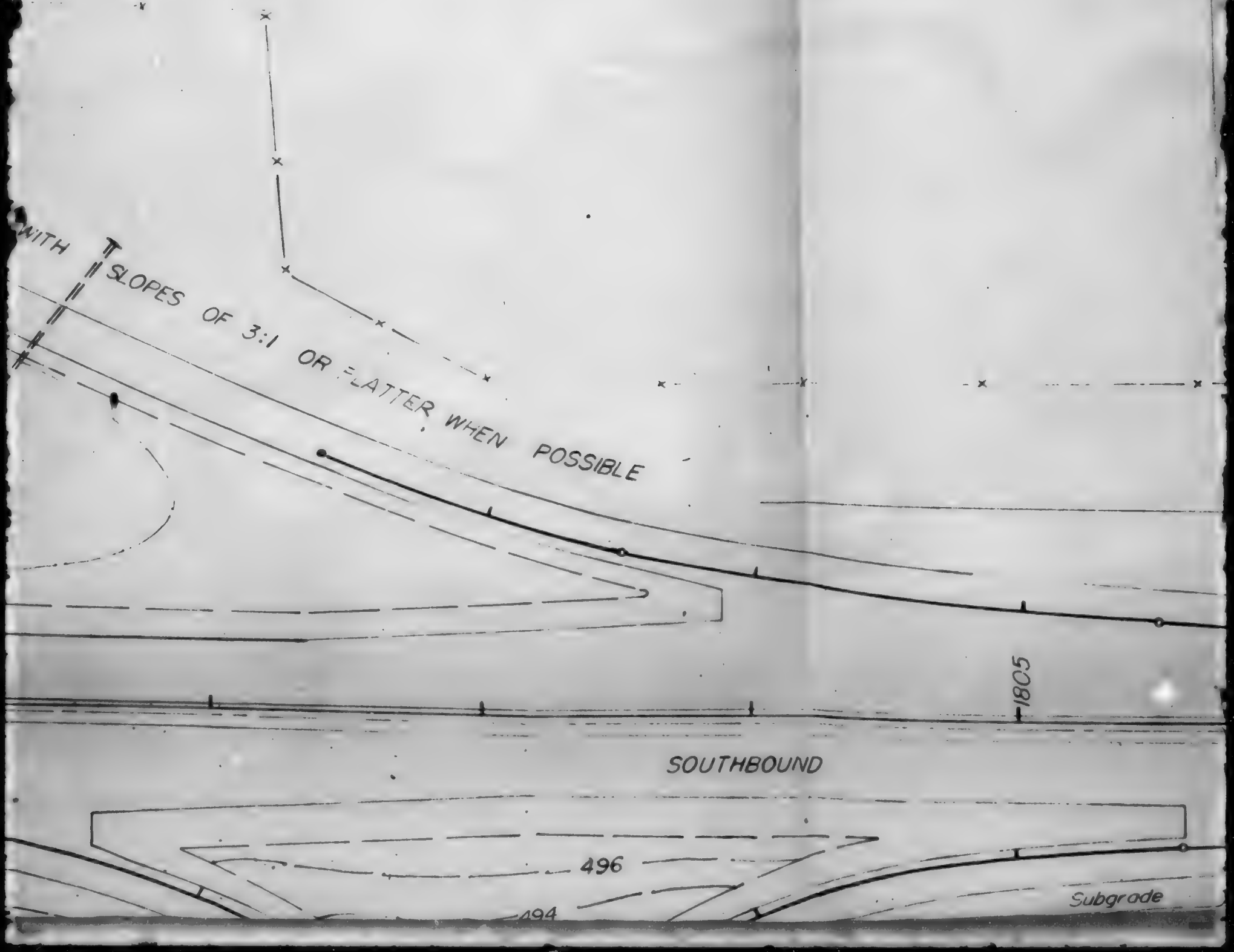
492

Pipe Inlets


RESHAPE TO DRAIN WITH
482
484
486
488
490
492
494
Subgrade
NORTHBOUND
1800
Slope Paving
Subgrade
494
492
490

SUTHERLIN INTERCHANGE

CONTOUR GRADING PLAN



8V-36

SUTHERLIN JCT – WINCHESTER SECTION PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 4C
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-3(56)130		*See Index*

A

NGE

AN

488
486
484
482
480
478
476
474
472
470
468

WARP INTO EXISTING SLOPE

480
478
476
474
472
470
468

Inst. 8" Curb. Pipe

Inst. Type 6 Inlets

1265

Begin 10' Paved Shldr Lt.

O.K. B.

Subgrade

494
492
490
488
486
484
482
480
478
476
474
472
472
468
466
464
462

265

1800

Slop
ca

Slope pa

Approx. F.L. @
East edge of bridge

El. diff of 1.3'

F.L. 14" Sewer
at west
edge of bridge

496
494
492
490
492
490
488
RESHAPE TO DRAIN WITH SLOPES OF 3:1 OR FLATTER
1805
WHE
Slope line at east edge of bridge
West edge
Slope paving @ bridge
Sl. 1½:1
1.5' X 1.5' Square Column
5'
Var
16'
℄
14" Sewer at bridge
6'
3½'
@ East end of bridge
Cl. "B" Asph. Conc - 2"
El. Diff of 2.4'
¾"-0 Mat'l.
@ west end of bridge
Existing Pavement
Average Width 20'
Possible alt design for wall

Subgrade

498

496

494

ER WHEN POSSIBLE

1805

1.5' x 1.5' Square Column

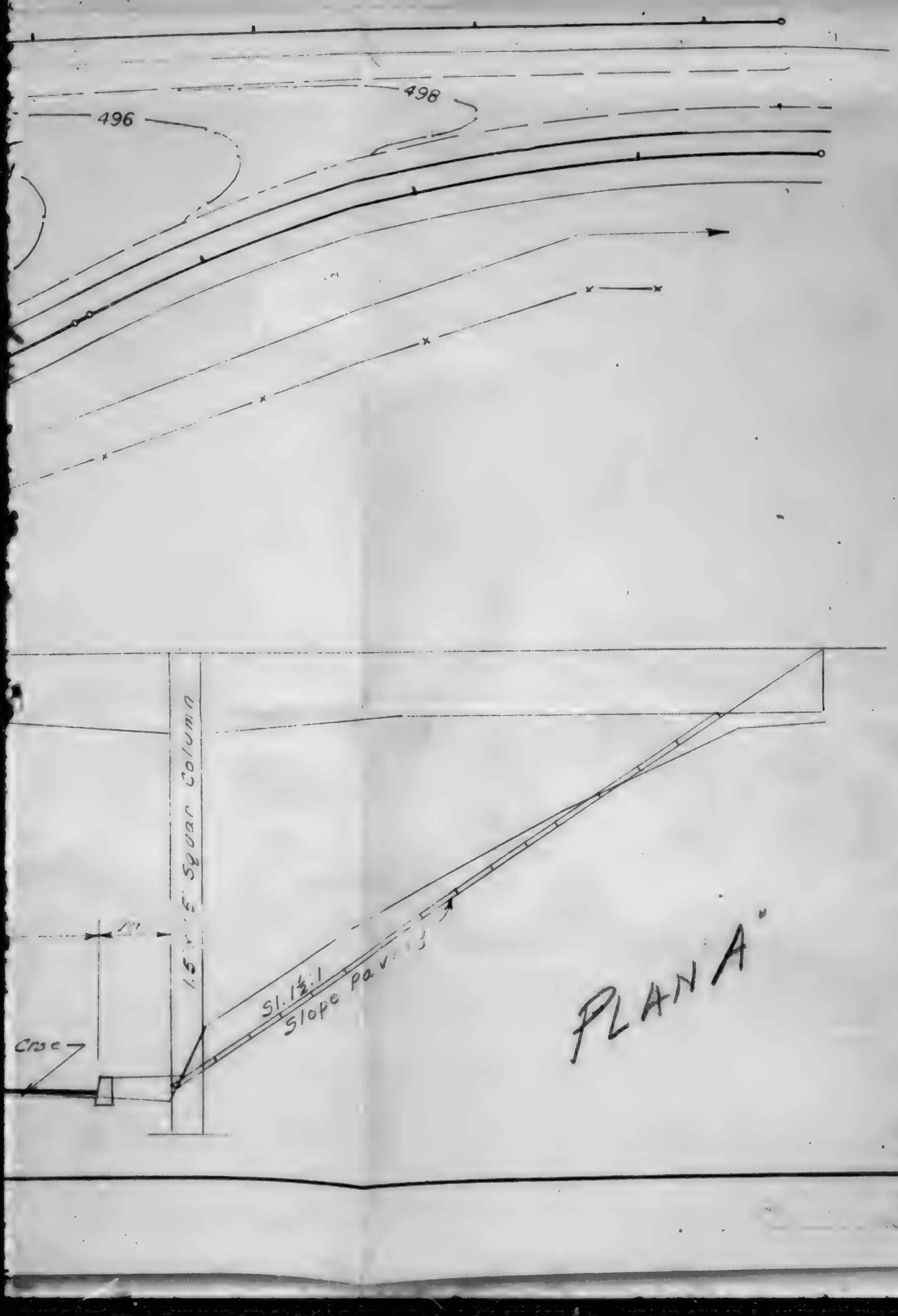
16

-O Mat'l. in Levelling Crse

ement
20'

Sl. 1½:1
Slope pav

PLAN A


498
496
1.5' x 1.5' Square Column
Sl. 1½:1
Slope Pav
Crack
PLAN

Form E-147—10M

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

State Printing

ESTIMATE OF COST - SLOPE PAVING ETC. O'XING OF ELKTON-SUTHERLIN HIGHWAY Plo

					NET	ALLOW.	TOTAL	UNIT	UNIT C
Drainage excavation					50	5	55	Cy.	4.
General excavation					540	60	600	Cy.	2.
P[illegible]nting vines					2135	215	2350	each	0.
Rem. and reinstall sprinkler system					All	-	All	lump sum	
12 inch conc. pipe					12	3	15	lin. ft.	3.
18 inch conc. pipe					280	30	310	lin. ft.	5.
Type C inlets					3	-	3	each	110.
Type C-1 inlets					1	-	1	each	120.
~~Adjust manhole~~		Metal guardrail w/blocks			100	10	110	lin. ft.	5.
~~Type C curbs~~		Rail and pieces			4	-	4	each	5.
~~St[illegible]ctural excavation~~									
~~Class A conc. in ret. wall~~									
~~Metal reinforcement in ret. wall~~									
Preparation of slopes					572	53	625	Sq. Yds.	3.
Slope paving					572	53	625	Sq. Yds.	8.
~~A.C. Sidewalks~~									
A.C. Surfacing (shldrs)					606	54	660	Sq. Yds.	2.
								Total	

OF ELKTON-SUTHERLIN HIGHWAY Plan "B" (w/o Sidewalk & Ret. Wall)

ALLOW.	TOTAL	UNIT	UNIT COST	TOTAL
5	55	Cy.	# 4.00	# 220.
60	600	Cy.	2.00	1,200.
215	2350	each	0.50	1,175.
-	All	lump sum		1,300.
3	15	lin. ft.	3.00	45.
30	310	lin. ft.	5.00	1,550.
-	3	each	110.00	330.
-	1	each	120.00	120.
10	110	lin. ft.	5.00	550.
-	4	each	5.00	20.
53	625	Sq. Yds.	3.00	1,875.
53	625	Sq. Yds.	8.00	5,000.
54	660	Sq. Yds.	2.00	1,320.
		Total	#	14,705.00

Summary

Cont. Amt.	# 14,705.00
Contingencias	661.73
Engrg.	1,176.40
Total	# 16,543.13

orm E-147—1956

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

ate Printing

ESTIMATE OF COST - SLOPE PAVING ETC. O'XING OF ELKTON-SUTHERLIN HIGHWAY Plan

					NET	ALLOW.	TOTAL	UNIT	UNIT COST
Draingge excavation					50	5	55	Cy.	4.00
General excavation					540	60	600	Cy.	2.00
P[illegible]ting vines					2135	215	2350	each	0.50
Rem. and reinstall sprinkler system					All	-	All	lump sum	
12 inch conc. pipe					12	3	15	lin. ft.	3.00
18 inch conc. pipe					280	30	310	lin. ft.	5.00
Type C inlets					3	-	3	each	110.00
Type C-1 inlets					1	-	1	each	120.00
~~Adjust manhole~~	Metal guardrail	w/blocks			100	10	110	lin. ft.	5.00
~~Type C curbs~~	Rail and piaces				4	-	4	each	5.00
~~St ctural excavation~~									
~~Class A conc. in ret. wall~~									
~~Metal reinforcement in ret. wall~~									
Preparation of slopes					572	53	625	Sq. Yds.	3.00
Slope paving					572	53	625	Sq. Yds.	8.00
~~A.C. Sidewalks~~									
A.C. Surfacing (shldrs)					606	54	660	Sq. Yds.	2.00
								Total	

orm E-147—1004

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

ate Printing

ESTIMATE OF COST - SLOPE PAVING ETC. O'XING OF ELKTON-SUTHERLIN HIGHWAY Pla

					NET	ALLOW.	TOTAL	UNIT	UNIT CO
Drainage excavation					50	5	55	Cy.	4.0
General excavation					540	60	600	Cy.	2.0
P ting vines					2135	215	2350	each	0.1
Rem. and reinstall sprinkler system					All	-	All	lump sum	
12 inch conc. pipe					12	3	15	lin. ft.	3.0
18 inch conc. pipe					280	30	310	lin. ft.	5.0
Type C inlets					3	-	3	each	110.
Type C-1 inlets					1	-	1	each	120.0
~~Adjust manhole~~ Metal guardrail w/blocks					100	10	110	lin. ft.	5.0
~~Type C curbs~~ Rail end piecas					4	-	4	each	5.0
~~St~~ ctural excavation									
~~Class A conc. in ret. wall~~									
~~Metal reinforcement in ret. wall~~									
Preparation of slopes					572	53	625	Sq. Yds.	3.0
Slope paving					572	53	625	Sq. Yds.	8.0
~~A.C. Sidewalks~~									
A.C. Surfacing (shldrs)					606	54	660	Sq. Yds.	2.0
								Total	

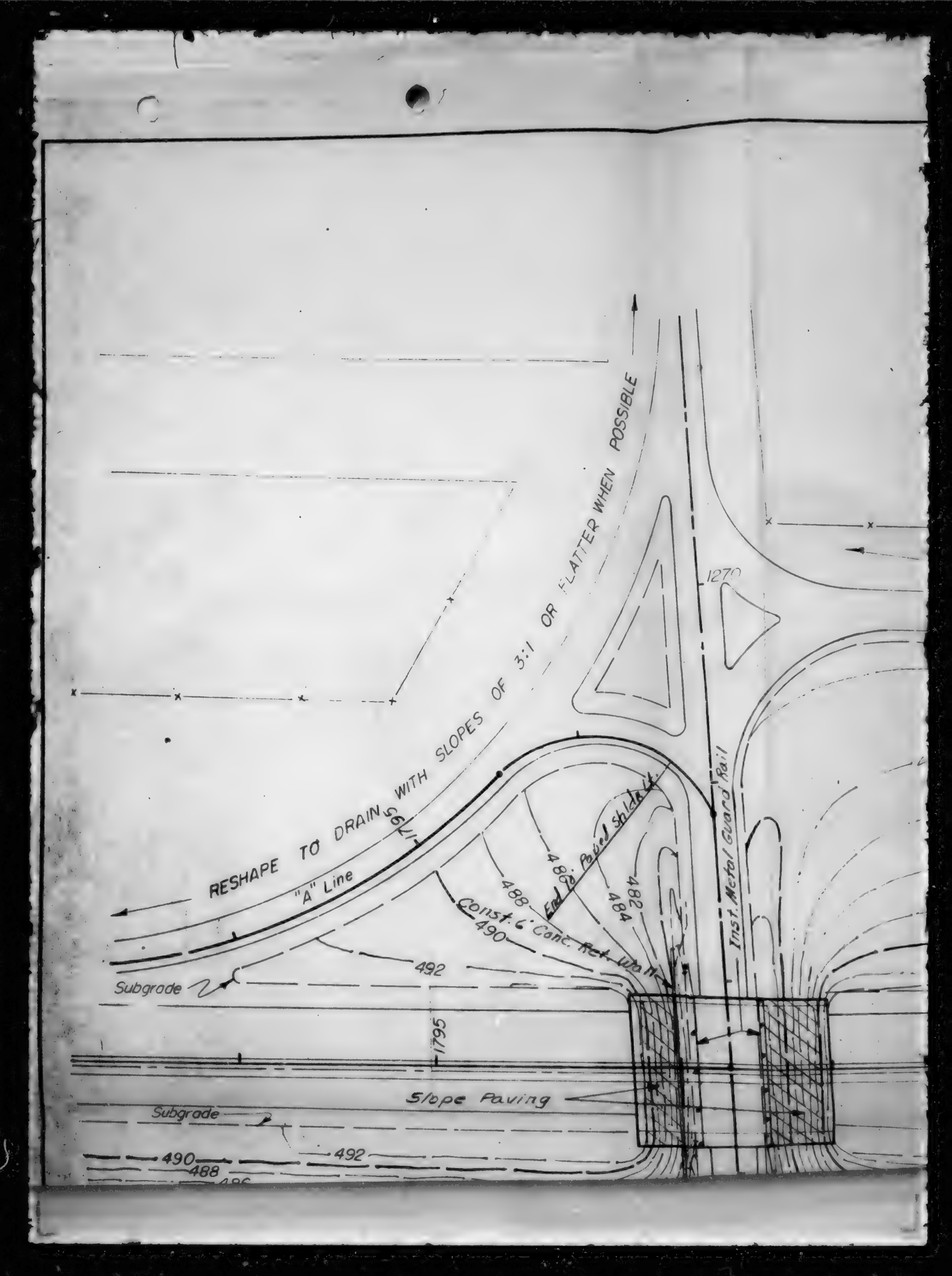
ET

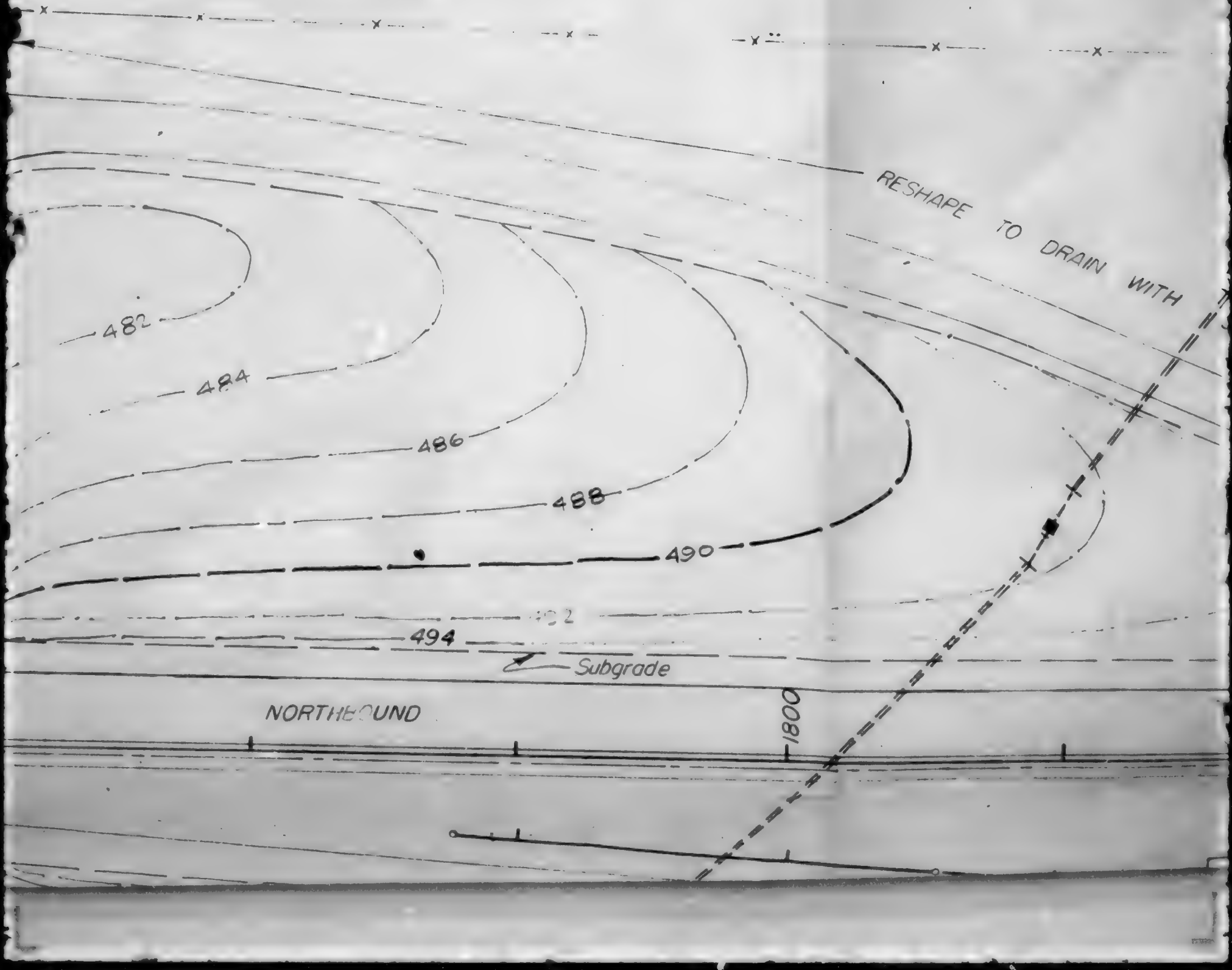
XING OF ELKTON-SUTHERLIN HIGHWAY Plan "B" (w/o Sidewalk & Ret. Wall)

	ALLOW.	TOTAL	UNIT	UNIT COST	TOTAL
0	5	55	Cy.	# 4.00	# 220.
0	60	600	Cy.	2.00	1,200.
5	215	2350	each	0.50	1,175.
1	-	All	lump sum		1,300.
	3	15	lin. ft.	3.00	45.
0	30	310	lin. ft.	5.00	1,550.
3	-	3	each	110.00	330.
1	-	1	each	120.00	120.
	10	110	lin. ft.	5.00	550.
4	-	4	each	5.00	20.
72	53	625	Sq. Yds.	3.00	1,875.
72	53	625	Sq. Yds.	8.00	5,000.
06	54	660	Sq. Yds.	2.00	1,320.
			Total	#	14,705.00

Summary

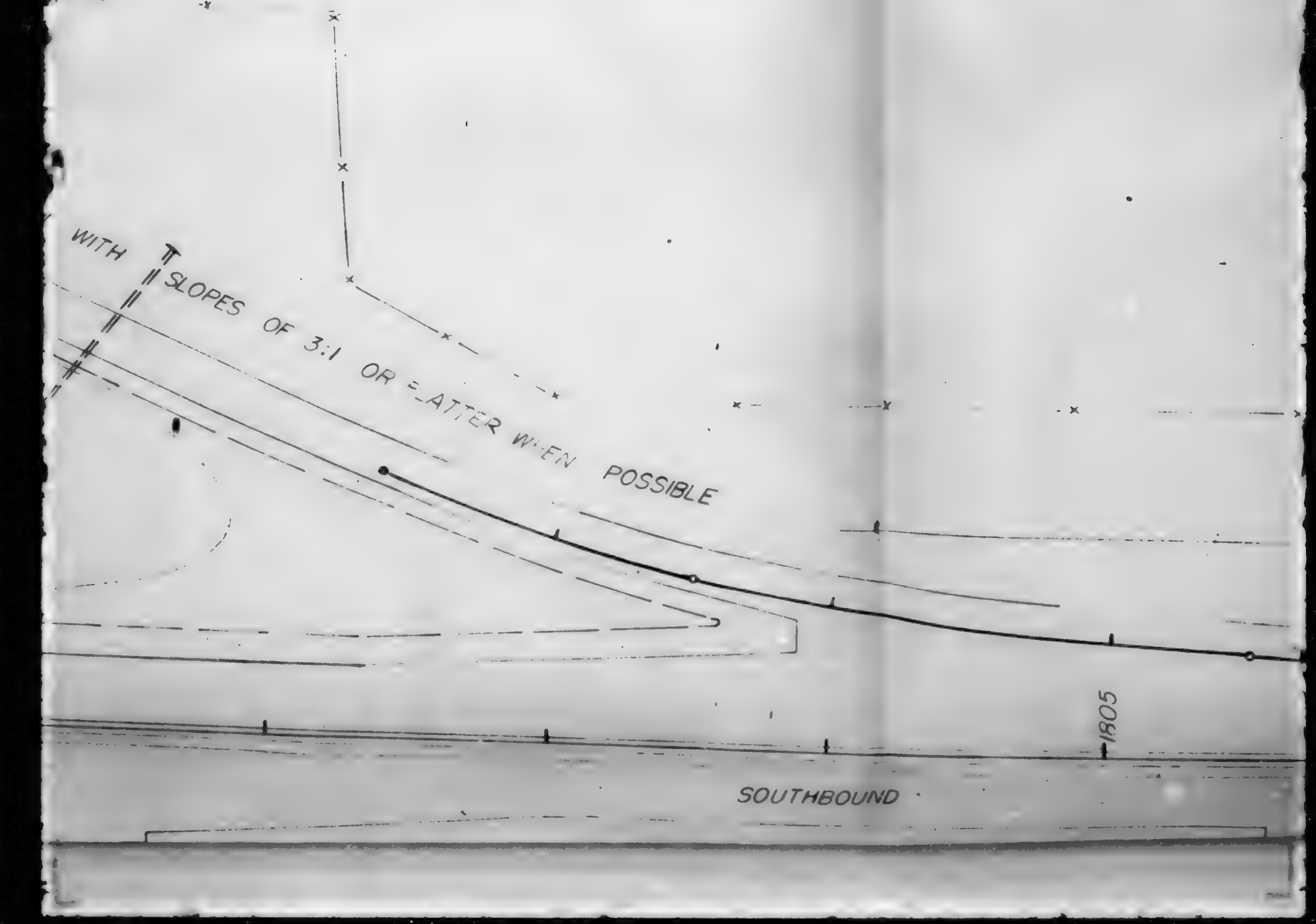
Cont. Amt.	# 14,705.00
Contingencies	661.73
Engrg.	1,176.40
Total	# 16,543.13


RESHAPE TO DRAIN WITH SLOPES OF 3:1 OR FLATTER WHEN POSSIBLE
"A" Line
56.17
1270
End Bridge Shield Ft.
Const. 6' Conc. Ret. Wall
Inst. Metal Guard Rail
488
490
492
484
482
Subgrade
1795
Slope Paving
Subgrade
490
488
492


RESHAPE TO DRAIN WITH
482
484
486
488
490
492
494
Subgrade
NORTHBOUND
1800

SUTHERLIN INTERCHANG

CONTOUR GRADING PLA



8V-36

SUTHERLIN JCT - WINCHESTER SECTION PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 4C
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-3(56)130		See Index

B

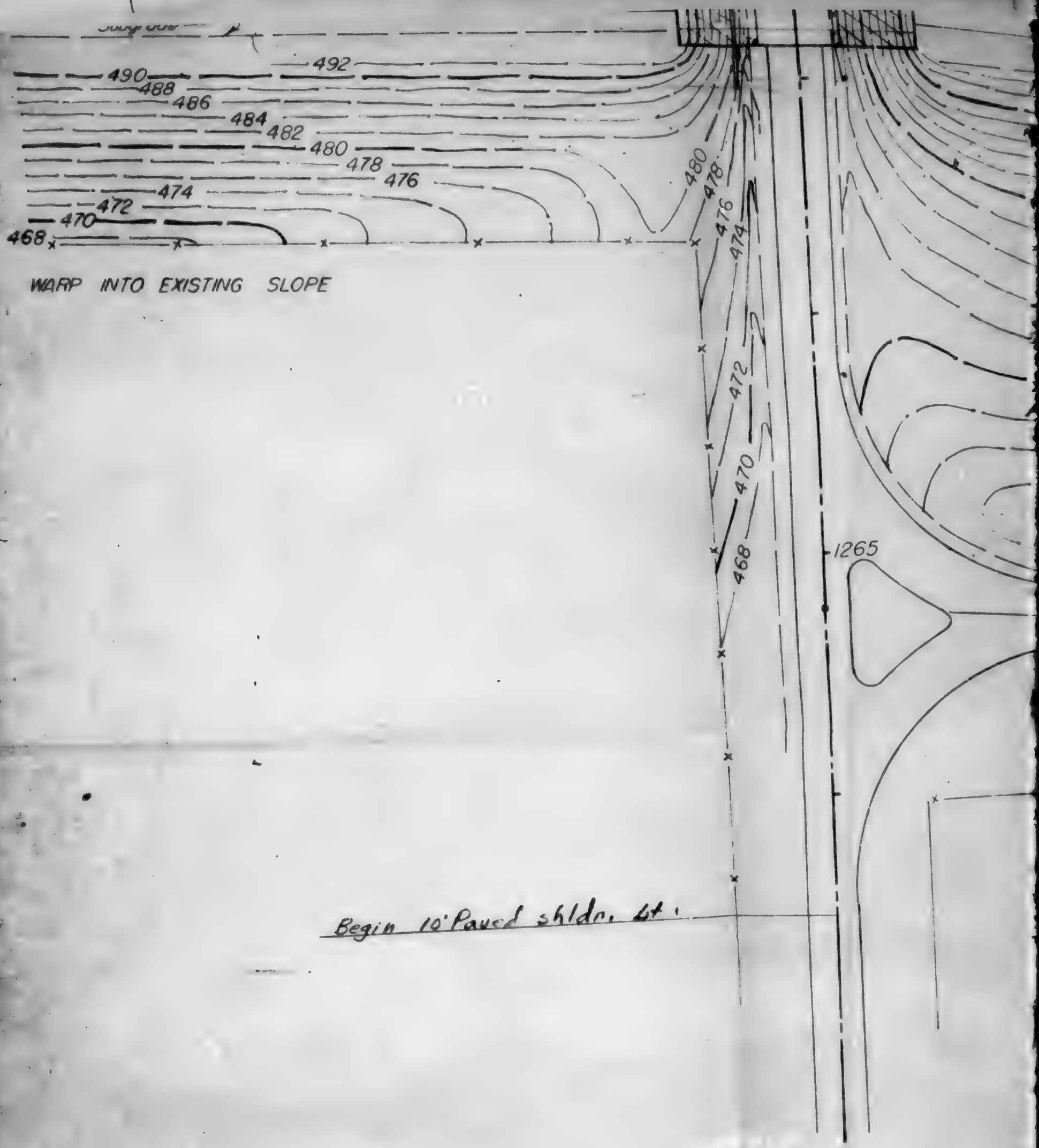
HANGE

PLAN

8V-36

SUTHERLIN JCT - WINCHESTER SECTION PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 4C
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-3(56)130		*See Index*

B


492
490
488
486
484
482
480
478
476
474
472
470
468
480
478
476
474
472
470
468
1265
WARP INTO EXISTING SLOPE
Begin 10' Paved shldr. Gt.
O.K. B.

Subgrade

494
492
490
488
486
484
482
480
478
476
474
472
472
468
466
464
462

1800

Sl. Rt.
Slope Paving

14'

d. Ho

Co. Comm

SOUTHBOUND

496

494

492

490

Subgrade

494

492

490

488

RESHAPE TO DRAIN WITH SLOPES OF 3:1 OR FLATTER WHEN POSSIBLE

180'

1.5'x1.5' Square Column

Sl. 12:1 Existing

5'

Var.

16'

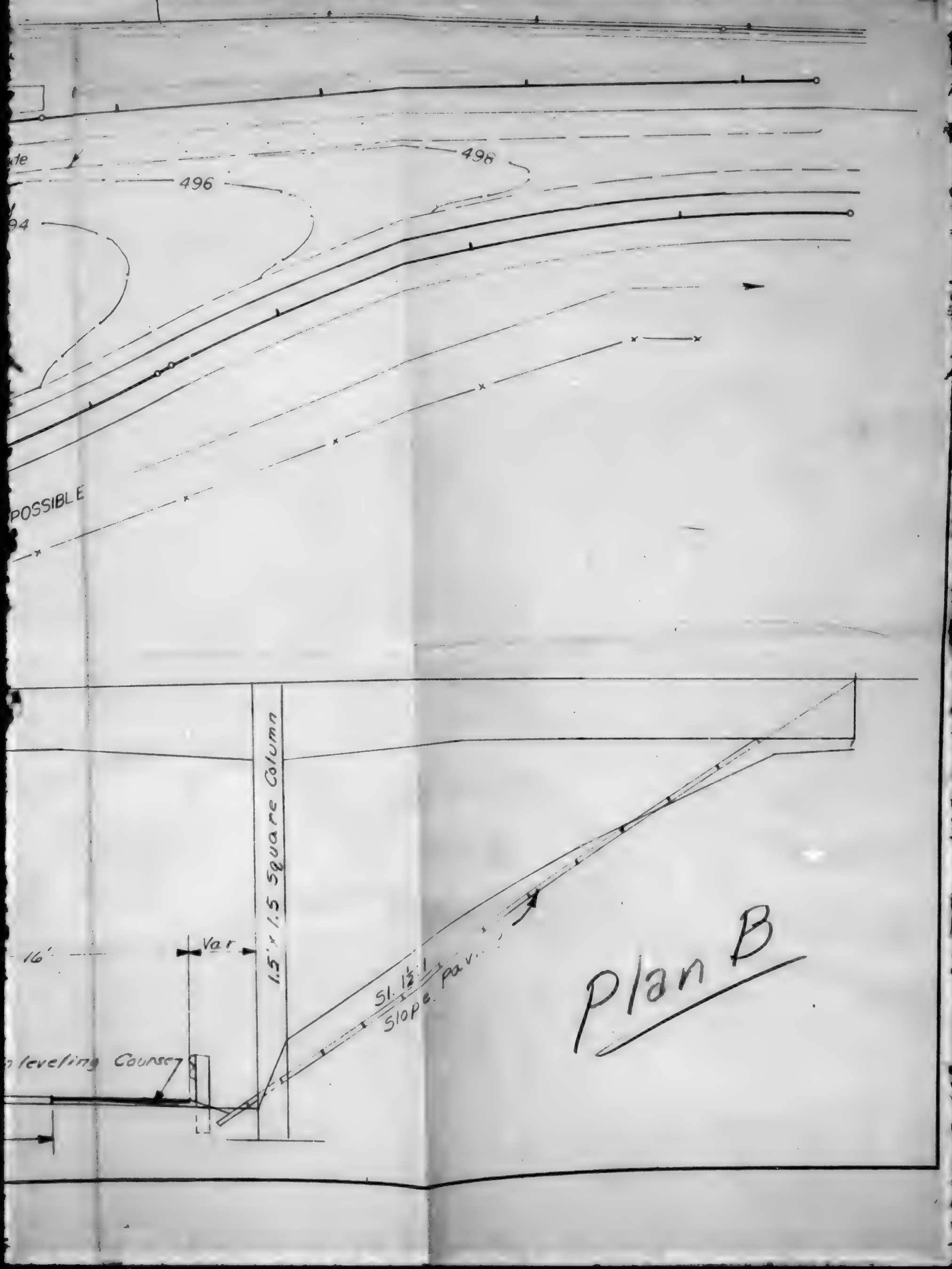
16'

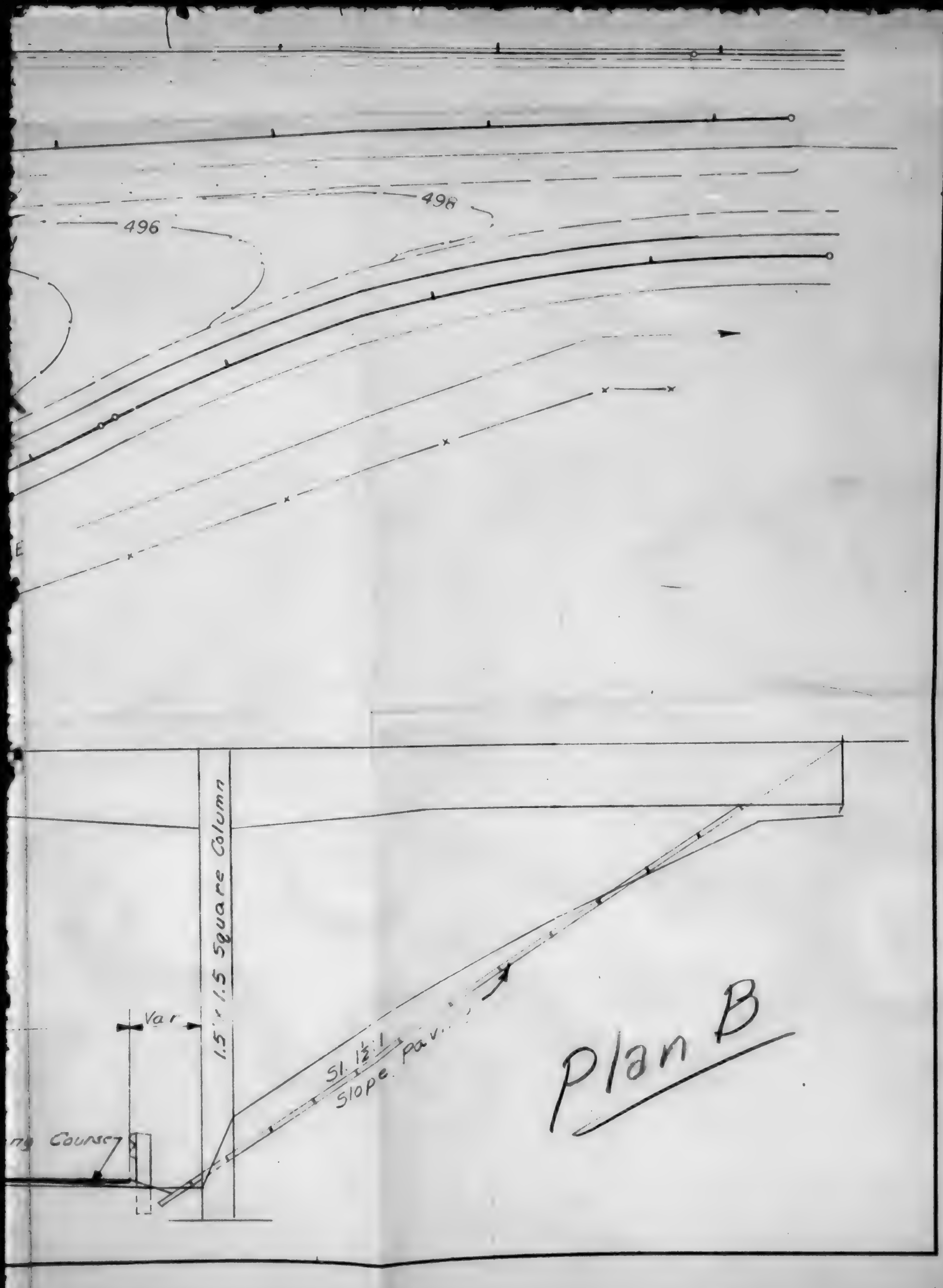
6'

Cl. "B" Asph. Conc. Pvmt. - 2"

3/4-0 Mat'l. in leveling

Existing Pavement
Average Width 20'


496
496
94
POSSIBLE
1.5' x 1.5 Square Column
Var.
16'
Sl. 1½:1
Slope pav.
leveling Course
Plan B



Plan B

FORM E-20 6M 3-66 SP*8470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 7, 1966

SUBJECT: Assignment No. 762 - FBK
Slope Paving Request
Sutherlin Interchange

To: F. B. Klaboe
Assistant State Highway Engineer
S A L E M

Attached herewith is a copy of a letter and a typical section showing the cross section under the bridge structure for the Sutherlin Interchange. Mr. Hagedorn, Resident Engineer, has indicated the slope that the slope paving could be constructed on. Also indicated the location of a retaining wall that would be necessary if the City of Sutherlin desires to construct sidewalk under the structure. Since the retaining wall would be necessary to facilitate the construction of the sidewalk, this would also be the responsibility of the City to construct.

Under our present policy for placing slope paving, I feel that this structure, if it were being constructed now, would have slope paving included in the contract. The slope under the structure at the present time is not in good shape and gives rather a poor appearance especially with all the new landscaping and roadside improvement work around the interchange.

It is recommended that slope paving be installed under this structure. The present landscape project is in the establishment period and it is possible that this work could be performed under the contract. This additional work however, would overrun the present contract by approximately 10%.

John Quiner II
ASS'T. DIVISION ENGINEER

F. B. KLABOE
NOTED

JQII:lf
Attach.
cc: F. D. Morgan

RECEIVED
JUN 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 8 1966
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT

TO: John Quiner II

SUBJECT: Typical section of bridge fills on Elkton-Sutherlin Hwy. Ox'ing. sta 1726

FROM: John R. Hagedorn

DATE: June 6, 1966

Attached is the information that you verbally requested last friday.

It appears that with a little curb work slope paving would be no special problem. However, a retaining wall would be in order if a walk was provided on the north side of the Elkton-Sutherlin. One other problem would be the necessity of regrading and replanting the adjacent landscaped areas.

	ADE	ADE	ADE	DOE

JUN 7 1966

J. R. Hagedorn
(SIGNATURE)

PLEASE REPLY HERE

CC: _____ (SIGNATURE) _____ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.

RECEIVED
JUN 10 1966
FOR FILING

I-5-3(69)130

6667

June 10, 1966

Mr. George C. Stubbert
City Manager
City of Sutherlin
Post Office Box 459
Sutherlin, Oregon

Dear Mr. Stubbert:

Thank you for your nice letter dealing with the beautification of I-5 at Sutherlin.

We are requesting Bureau of Public Roads consideration for paving the slopes beneath the separation structure. If approved, they will undoubtedly require that the City pay the additional cost of sidewalk construction which, due to the need of a retaining wall to contain these slopes, may be substantial. Neither the Federal Government nor the State Highway Department pay for the construction of new sidewalks.

The signs have been or are being relocated as you requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:bg

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. R. Chandler

City of SUTHERLIN

Douglas County, Oregon

RECEIVED 3481

Post Office Box 459
Phone 459-2856

May 16, 1966

KLAMOE

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Dear Mr. Cooper:

The program of beautification on Interstate 5 at both the Sutherlin Interchanges are nearly completed and the people of Sutherlin are pleased.

We would like to thank you for the fine job being done and for the good cooperation given us while the project was being carried out.

Thank you also for the installation of the 25 mercury arc lights which are being installed on the Sutherlin-Elkton Interchange. We are sure they will add much to the safety of people traveling on and off the highway as well as enhance the beauty of the area.

Douglas

There remains one item which the City Council, Chamber of Commerce, the Planning Commission and the Lion's Club feel needs attention. Because there is much traffic through the highway 138 underpass, and because pedestrian travel through the underpass is hazardess, the Council requests that a sidewalk be installed along the north side of Highway 138 under the Elkton-Sutherlin Underpass and behind the overpass pillers, and that the slope sections under the overpass be finished with slab blocks. (An example is Harvard Ave. Interchange in Roseburg)

The South City limit signs on Interstate 5 should be relocated at the south city limits, which now is south of the South Sutherlin Interchange. Also, the South City limit sign on Old Highway 99 should be relocated to match those on Interstate 5.

Olson

Sincerely,

George C. Stubbert
City Manager

GCS pm

Sutherlin Creamery

RECEIVED
MAY 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 17 1966
OREGON
STATE HIGHWAY COMMISSION

June 1, 1966

Mr. George C. Stubbert
Sutherlin City Manager
Post Office Box 459
Sutherlin, Oregon

Dear Mr. Stubbert:

Re: Sutherlin Junction-Winchester
Section, Pacific Highway
Douglas County

This is in answer to your letter of May 16 indicating your pleasure with our beautification and lighting projects in the Sutherlin area.

You have requested that the Highway Department construct a pedestrian walk beneath the freeway structure along the north side of the Elkton-Sutherlin Highway. Department policy is to replace existing walks where necessary. There were no walks here prior to our work. If you desire, we will consider your request for an easement permitting the City to construct the desired walk.

Concerning the request for slope paving, we will advise you in the near future.

As far as the City Limits signs on Interstate 5 and old 99 are concerned, they will be relocated as you desire.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
F. B. Crandall (Enc. Please have signs relocated.)
L. R. Chandler (Enc. Please recommend on slope paving.)
Tom Edwards

DNS:jp srb

RECEIVED
APR 19 1966

I-5-3(67)13
6667

April 19, 1966

Grinnell Company
3240 N. W. 29th Avenue
Portland, Oregon 97210

Attention: Mr. T. A. Williams
Office Manager

Gentlemen:

Thank you for your letter of April 11 informing us that you have been paid for all materials furnished on Contract No. 6667.

You state that this is in reference to the Dayton Plumbing and Heating and George F. Christofferson contract for roadside improvement on the Sutherlin Junction--Winchester Section of the Pacific Highway in Douglas County.

Our records indicate that this claim was for materials furnished to Turfco Company in the amount of $1,401.37.

This information will be noted in our records and we will advise the surety and principal contractors that you have been paid in full.

Very truly yours,

NOTED ON CARD
DC. 4-19-66

Floyd [illegible], Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Wells & Ohling Insurance
P. O. Box 626
Salem, Oregon

Commissioners

Dayton Plumbing & Heating Inc.,
& George F. Christofferson
1223 Edgewater Street
Salem, Oregon

CWH:gc

AUTOMATIC SPRINKLER SYSTEMS
GRINNELL DIAPHRAGM VALVES
PIPE HANGERS AND SUPPORTS

GRINNELL COMPANY OF OREGON

PIPE, FITTINGS AND VALVES
PLUMBING AND HEATING MATERIAL
PREFABRICATED PIPING AND SUPPLIES

EXECUTIVE OFFICES PROVIDENCE, R.I.
3240 N. W. 29TH AVENUE
PORTLAND, OREGON, 97210
PHONE 223-7101

IN REPLY REFER TO -

April 11, 1966

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. Floyd Query
Secretary

Gentlemen:

In your letter of January 5 you asked us to let you know when we had been paid in full for the material we furnished on the contract with Dayton Plumbing and Heating and George F. Christofferson, Contract No. 6667, for the roadside improvement on the Sutherlin Junction-Winchester Section of the Pacific Highway in Douglas County. We have now been paid in full for all materials furnished on this job.

Very truly yours,

GRINNELL COMPANY OF OREGON

T. A. Williams

T. A. Williams
Office Manager

TAW:jw

RECEIVED
APR 1 8 1966
OREGON
STATE HIGHWAY COMMISSION

FORM 2-133

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

January 5, 1966

Grinnell Company
3240 N. W. 29th Avenue
Portland, Oregon 97210

Attention: T. A. Williams
Office Manager

Gentlemen:

This is to acknowledge receipt of your claim letter of December 28 addressed to the Secretary of State and the Department of Highways stating that you have furnished materials to Turfco Company in the amount of $1,401.37.

From the description given, it appears that the contract to which you refer is the Dayton Plumbing & Heating, Inc., and George F. Christofferson Contract No. 6667 for roadside improvement on the Sutherlin Junction-Winchester Section of the Pacific Highway in Douglas County.

The surety on this project is the Hartford Accident and Indemnity Company through Wells & Ohling Insurance, P. O. Box 626, Salem. We will advise them of the receipt of your letter and we will also send your letter to the Secretary of State for filing.

Please let us know when this claim has been paid so that we can make the necessary notations in our records.

Very truly yours,

Floyd Query

Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
APR 12 1966
OREGON
STATE HIGHWAY COMMISSION

FORM E 1252 SOM 7-66

RECEIVED
DEC 12 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-2(67)120

6667

Jan—
Please record on card.
C.H.

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 5, 1966

RECEIVED
JAN 6 1966
TOM McCALL
SECRETARY OF STATE

Grinnell Company
3240 N. W. 29th Avenue
Portland, Oregon 97210

Attention: T. A. Williams
Office Manager

Gentlemen:

This is to acknowledge receipt of your claim letter of December 28 addressed to the Secretary of State and the Department of Highways stating that you have furnished materials to Turfco Company in the amount of $1,401.37.

From the description given, it appears that the contract to which you refer is the Dayton Plumbing & Heating, Inc., and George F. Christofferson Contract No. 6667 for roadside improvement on the Sutherlin Junction-Winchester Section of the Pacific Highway in Douglas County.

The surety on this project is the Hartford Accident and Indemnity Company through Wells & Ohling Insurance, P. O. Box 626, Salem. We will advise them of the receipt of your letter and we will also send your letter to the Secretary of State for filing.

Please let us know when this claim has been paid so that we can make the necessary notations in our records.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY
Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
cc: Hartford Accident & Indemnity Company
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Wells & Ohling Insurance
P. O. Box 626
Salem, Oregon

Mr. Jackson
Mr. Simpson

Dayton Plumbing & Heating Inc. &
George F. Christofferson
1223 Edgewater Street
Salem, Oregon

NOTED ON CARD
Jan

Claim File 4153

FILED
JAN 6 1966
TOM McCALL
SECRETARY OF STATE

The Hon. Tom McCall ✓
(P. S. Please acknowledge receipt of th[illegible] enclosed copy.)

RECEIVED
JAN 7 1966
OREGON
STATE HIGHWAY COMMISSION

GRINNELL COMPANY
OF OREGON
EXECUTIVE OFFICES PROVIDENCE, R. I.
3240 N. W. 29TH AVENUE
PORTLAND, OREGON, 97210
PHONE 223-7101

PIPE, FITTINGS AND VALVES
PLUMBING AND HEATING MATERIAL
PREFABRICATED PIPING AND SUPPLIES

IN REPLY REFER TO -

December 28, 1965

Secretary of State
State of Oregon
Salem, Oregon 97310

To State of Oregon, Department of Highways:

Notice is hereby given that the undersigned Grinnell Company of Oregon has a claim for materials furnished on order of Turfco Company in the sum of one thousand, four hundred and one dollars and thirty-seven cents ($1,401.37) against the bond taken from Dayton Plumbing and Heating Company and George F. Christopherson as principal, and Hartford Accident and Indemnity Company as Surety for the work of furnishing and installing the irrigation and sprinkler system at the Sutherlin Oregon Traffic Interchange on U. S. Highway Interstate No. 5.

Contract #6667

GRINNELL COMPANY OF OREGON

BY: T. A. Williams
T. A. Williams
Office Manager

TAW:jw

RECEIVED
JAN 4 1966
OREGON
STATE HIGHWAY COMMISSION

FILED
JAN 3 1966
TOM McCALL
SECRETARY OF STATE

RECEIVED
DEC 2 - 1965
FOR FILING

IF-(GA)-(6667)
6667

December 1, 1965

Turfco Industries, Inc.
1340 North Northlake Wy.
Seattle, Washington 98103

Attention: J. K. Angstead
Comptroller

Gentlemen:

In reply to your letter of November 29, 1965, Dayton Plumbing & Heating, Inc., and George F. Christofferson, contractor on Contract No. 6667, Sutherlin Jct.-Winchester Section, have been mailed checks for $1,602.90 and $9,226.13 for roadside improvement work performed to November 10, 1965. The respective dates of mailing were October 20 and November 22, 1965.

If we can be of any further service to you, please advise.

Very truly yours,

Forrest Cooper
State Highway

By

L. H. Young
Office Engineer

VG:mb
cc: Mark A. Trup

RECEIVED
OCT 8 - 1965
FOR FILING

138 1-

Sw #65-19

October 7, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Labor Compliance

Dear Sir:

As requested in your letter of September 1, we have investigated the labor compliance complaint filed by Mr. D. L. Thayer against Solomon Aichele, subcontractor to Roy L. Houck. Mr. Thayer in his complaint lists three projects: Oregon I-5-3(69)130, I-5-3(96)130 and I-5-2(42)76.

The Resident Engineer on I-5-2(42)76 advises that although Aichele does have a subcontract on this project, no work had been performed prior to the date of Mr. Thayer's complaint. On I-5-3(69)130, no work was started on the contract until August 30, 1965, which was considerably after the filing of Mr. Thayer's complaint. On Oregon I-5-3(96)130, Mr. John Hagedorn, Resident Engineer, has made a thorough investigation and advises that he can find no evidence of any violation of the Work Hours Act of 1962. Mr. Hagedorn has issued instructions to his men that each man on Aichele's crew shall be interviewed and time will be kept for each man for each classification that he may work under. Also, a letter has been written to Aichele advising him that each man who may work at more than one classification in a day shall be paid for each classification and the information accurately shown on the payroll.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
L. R. Chandler

EAP:jkk

FORM E-20 SOM 3-65 SP*8470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1965

RECEIVED
OCT 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Labor Compliance

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer

BUILDING

In accordance with the Bureau of Public Roads' letter of September 1, 1965, we have had investigated the complaint of Mr. D. L. Thayer against Soloman Aichele pertaining to violation of the Work Hours Act of 1962.

Mr. Thayer in his complaint listed 3 projects which will be discussed below:

I-5-2(42)76 Glendale Junction-Coyote Creek Contract No. 6519 - The resident engineer advises that although there was a subcontract to Aichele Landscaping no work had been performed prior to the date of Mr. Thayer's complaint.

Oregon I-5-3(69)130 Sutherlin Junction-Winchester Contract No. 6667 - No work had been performed on this contract until August 30, 1965. Since Mr. Thayer's complaint was dated August 25, he apparently is erroneous in mentioning this contract.

Oregon I-5-3(56)130 Sutherlin Junction-Winchester Contract No. 6358 - Mr. Hagedorn, Resident Engineer, has investigated this matter and advises that he can find no evidence of any noncompliance with the Work Hours provisions.

A copy of his letter is attached. Also attached is a rough draft of a letter to the Bureau of Public Roads.

F. D. Morgan
Construction Engineer

By Edwin A Pease

E. A. Pease
Construction Office Engineer

EAP:jkk
Attach.

NOTED
F. B. KLABOE
10/11

Form CD-121 (11-63) (Pres. by A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

1464

SEP 3 65

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 1, 1965

In reply refer to: 08-35.EC/420.25

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

KLABDG

STATE HIGHWAY ENGINEER

SUBJECT: Labor Compliance

We have received a labor compliance complaint through our Regional office from the Portland Office of the Department of Labor. This complaint is against Soloman Aichele, subcontractor to Roy L. Houck Sons on Oregon Projects I-5-3(69)130 and I-5-3(56)130. The complaint appears to be violation of the Work Hours Act of 1962.

Please investigate this complaint as submitted by Mr. D. L. Thayer on USDL Form SOL 161(a) and initiate the appropriate action to correct any violations discovered.

Kindly keep this office informed of your progress so we may complete our files and also inform the Department of Labor.

Attachments

Routing

Morgan	Pettit
Docker	Murdock
Bond	Trout
Barbee	Scott
Walker	White
Glenn	Litchfield
Swan	Olson

RECEIVED
SEP 1 1965
DISTRIBUTION
U. S. BUREAU OF PUBLIC ROADS

RECEIVED
SEP 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Morgan - Young
BY ASST. STATE HWY. ENGR.
9-3-65.

M - please investigate and advise me. R/D answer
2 wks.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

412 Mohawk Building
222 S. W. Morrison Street
Portland, Oregon 97204

August 26, 1965

Mr. A. W. Parsons
Division Engineer
Salem, Oregon

I. E. Gillson
08-00.56Executive Officer
Portland, Oregon

Labor compliance complaint

Attached are copies of a complaint filed with the local office of the Department of Labor against Soloman Aichele dba Aichele Landscaping Company, subcontractor to Roy L. Houck Sons Corpn. on Oregon Interstate projects, I-5-3 (69)130, I-5-3(56)130 and/or any others.

Please have the State investigate and report on this complaint and the labor compliance of this subcontractor regarding the other employees also on Interstate project work.

Attachments

RECEIVED

DIVISION FILE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
OCT 21 1965		Oregon
9-161	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
PROJECT REPORT NO.	*(PPM 21-7)*	Douglas
I-5-3 (69) 130	9-22-65	PROJECT NO.
4		I-5-3(69)130

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Sutherlin Jct.-Winchester Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-19-65	0.000
*OTHER *(Specify)*		

FUNDS Pro Rata 92.25 %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 98,515.00	$ 90,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer SEP 22 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 5903-P64

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(69)130

SUTH RLIN JCT.-WINCHESTER SECTION OF

THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 26, 1965

Type Code Y005
Roadside Improvement (Sta. 1775+00 to Sta. 2284+50)(Contract No. 6667)

Furnishing & Placing Topsoil	2,650 cu.yd.	3.50	$ 9,275.00
Lawn Construction	5 Acre	1200.00	6,000.00
Furnishing & Planting Trees	1,100 only	9.50	10,450.00
Furnishing & Planting Shrubs	6,650 only	3.25	21,612.50
Furnishing & Planting Vines, Bearberry	11,500 only	0.48	5,520.00
Furnishing & Planting Vines, St. Johnswort	940 only	0.35	329.00
Grass Seed, Merion Bluegrass	860 lbs.	2.00	1,720.00
Inorganic Fertilizer, 10-16-8	90 CWT	6.00	540.00
Organic Fertilizer, 5-3-2	16 CWT	6.00	96.00
Manure Fertilizer	170 cu.yd.	6.50	1,105.00
Sawdust or Bark Mulch	280 unit	18.00	5,040.00
½-inch Electrical Conduit	270 lin.ft.	0.30	81.00
1½-inch Electrical Conduit	110 lin.ft.	3.15	346.50
2-inch Electrical Conduit	130 lin.ft.	3.40	442.00
½-inch Water Pipe	1,630 lin.ft.	0.35	570.50
3/4-inch Water Pipe	1,860 lin.ft.	0.41	762.60
1-inch Water Pipe	3,610 lin.ft.	0.46	1,660.60
1½-inch Water Pipe	4,090 lin.ft.	0.54	2,208.60
1½-inch Water Pipe	2,370 lin.ft.	0.68	1,611.60
2-inch Water Pipe	1,370 lin.ft.	0.91	1,246.70
2½-inch Water Pipe	1,000 lin.ft.	1.30	1,300.00
3-inch Water Pipe	1,470 lin.ft.	1.95	2,866.50
½-inch Steel Water Pipe	720 lin.ft.	0.32	230.40
3/4-inch Steel Water Pipe	210 lin.ft.	0.47	98.70
2-inch Steel Water Pipe	120 lin.ft.	2.60	312.00
2½-inch Steel Water Pipe	45 lin.ft.	3.20	144.00
3-inch Steel Water Pipe	290 lin.ft.	4.25	1,232.50
2½-inch Gate Valves	1 only	35.00	35.00
1½-inch Automatic Section Valves	24 only	36.00	864.00
2-inch Automatic Section Valves	18 only	42.00	756.00
3/4-inch Quick Coupling Hose Valves	44 only	3.10	136.40
3/4-inch Hose Couplers	10 only	2.40	24.00
3/4-inch Hose Swivels	4 only	3.20	12.80
½-inch Manual Drain Valves	40 only	7.90	316.00

2-inch Vacuum Breaker Valves	1 only	140.00	140.00
Pop-up Rotary Sprinkler Heads	194 only	31.00	6,014.00
Shrubbery Sprinkler Heads	360 only	0.95	342.00
Portable Sprinklers	10 only	13.00	130.00
3/4-inch Rubber Hose	4 only	22.00	88.00
11-Section Automatic Controllers	2 only	825.00	1,650.00
14-Section Automatic Controllers	1 only	975.00	975.00
Electrical Moisture Control Regulator	3 only	170.00	510.00
Extra for Pipe Under Pavement	100 only	4.00	400.00
			$ 89,194.90
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
Water Meter	All Required		265.00
			$ 365.00
	Subtotal		$ 89,559.90
	10% Engr. & Cont.		8,955.10
	Total		$ 98,515.00

Length of Project - - - - - - - - - - - - 0.000 mile

SUMMARY OF FUNDS

Federal Funds - - - - - - - - - - - -

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(69)130

SUTHERLIN JCT. - WINCHESTER SECTION OF

THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 14, 1965

Type Code Y005
Roadside Improvement (Sta. 1775+00 to Sta. 2284+50)

Furnishing and Placing Topsoil	2,650 cu. yd.	3.00	$ 7,950.00
Lawn Construction	5 acres	1,200.00	6,000.00
Furnishing and Planting Trees	1,100 only	10.00	11,000.00
Furnishing and Planting Shrubs	6,650 only	3.50	23,275.00
Furnishing and Planting Vines, Bearberry	11,500 only	0.45	5,175.00
Furnishing and Planting Vines, St. Johnswort	940 only	0.35	329.00
Grass Seed, Merion Bluegrass	860 lb.	1.60	1,376.00
Inorganic Fertilizer, 10-16-8	90 cwt.	6.00	540.00
Organic Fertilizer, 5-3-2	16 cwt.	6.50	104.00
Manure Fertilizer	170 cu. yd.	6.00	1,020.00
Sawdust or Bark Mulch	280 unit	15.00	4,200.00
½-inch Electrical Conduit	270 lin. ft.	0.60	162.00
1¼-inch Electrical Conduit	110 lin. ft.	0.75	82.50
2-inch Electrical Conduit	130 lin. ft.	1.00	130.00
½-inch Water Pipe	1,630 lin. ft.	0.50	815.00
3/4-inch Water Pipe	1,860 lin. ft.	0.55	1,023.00
1-inch Water Pipe	3,610 lin. ft.	0.66	2,382.60
1¼-inch Water Pipe	4,090 lin. ft.	0.75	3,067.50
1½-inch Water Pipe	2,370 lin. ft.	0.95	2,251.50
2-inch Water Pipe	1,370 lin. ft.	1.20	1,644.00
2½-inch Water Pipe	1,000 lin. ft.	1.50	1,500.00
3-inch Water Pipe	1,470 lin. ft.	2.25	3,307.50
½-inch Steel Water Pipe	720 lin. ft.	0.60	432.00
3/4-inch Steel Water Pipe	210 lin. ft.	0.65	136.50
2-inch Steel Water Pipe	120 lin. ft.	1.30	156.00
2½-inch Steel Water Pipe	45 lin. ft.	1.75	78.75
3-inch Steel Water Pipe	290 lin. ft.	2.50	725.00
2½-inch Gate Valves	1 only	45.00	45.00
1½-inch Automatic Section Valves	24 only	45.00	1,080.00
2-inch Automatic Section Valves	18 only	55.00	990.00
3/4-inch Quick-Coupling Hose Valves	44 only	9.00	396.00
3/4-inch Hose Couplers	10 only	3.00	30.00
3/4-inch Hose Swivels	4 only	3.00	12.00
½-inch Manual Drain Valves	40 only	9.00	360.00
2-inch Vacuum Breaker Valves	1 only	26.00	26.00
Pop-up Rotary Sprinkler Heads	194 only	30.00	5,820.00
Shrubbery Sprinkler Heads	360 only	1.50	540.00

Portable Sprinklers	10 only	12.00	$ 120.00
3/4-inch Rubber Hose	4 only	15.00	60.00
11-Section Automatic Controllers	2 only	400.00	800.00
14-Section Automatic Controllers	1 only	500.00	500.00
Electrical Moisture Control Regulator	3 only	150.00	450.00
Extra for Pipe under Pavement	100 only	7.00	700.00
			$90,791.85
Flagging (57½ of Contractor's Cost)	All Required		$ 100.00
Water Meter	All Required		265.00
			$ 365.00
	Subtotal		$91,156.85
	10% Engr. and Cont.		9,115.15
	Total		$100,272.00

Length of Project . . . . . 0.000 mile

Summary of Funds

Federal Funds	$92,500.00
State Funds	7,772.00
	$100,272.00

RECEIVED
SEP 7 - 1965
FOR FILING

Form CD-121 (11-63) Gen. Fy. No. 206-1-07

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

1-5-3(69)130

TO : Mr. Forrest Cooper, State Highway Engineer
6667 Salem, Oregon

DATE: September 1, 1965

In reply refer to: 08-35.EC/420.25

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Labor Compliance

We have received a labor compliance complaint through our Regional office from the Portland Office of the Department of Labor. This complaint is against Soloman Aichele, subcontractor to Roy L. Houck Sons on Oregon Projects I-5-3(69)130 and I-5-3(56)130. The complaint appears to be violation of the Work Hours Act of 1962.

Please investigate this complaint as submitted by Mr. D. L. Thayer on USDL Form SOL 161(a) and initiate the appropriate action to correct any violations discovered.

Kindly keep this office informed of your progress so we may complete our files and also inform the Department of Labor.

Attachments

REFERRED TO
Morgan - Young
BY ASST. STATE HWY. ENGR.
9-2-65

M - please investigate and advise Mr. R/D assoc
2 wks.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

412 Mohawk Building
222 S. W. Morrison Street
Portland, Oregon 97204

August 26, 1965

Mr. A. W. Parsons
Division Engineer
Salem, Oregon

I. E. Gillson
08-00.56Executive Officer
Portland, Oregon

Labor compliance complaint

Attached are copies of a complaint filed with the local office of the Department of Labor against Soloman Aichele dba Aichele Landscaping Company, subcontractor to Roy L. Houck Sons Corpn. on Oregon Interstate projects, I-5-3 (69)130, I-5-3(56)130 and/or any others.

Please have the State investigate and report on this complaint and the labor compliance of this subcontractor regarding the other employees also on Interstate project work.

Attachments

UNITED STATES GOVERNMENT

Memorandum

317 U. S. Courthouse, Old
Portland, Oregon
August 25, 1965

TO: Howard Sedgwick, Labor Compliance Officer
Bureau of Public Roads, Portland, Oregon

FROM: Frank B. Reeder, Field Office Supervisor
Wage & Hour & Public Contracts Divs.

SUBJECT: Solomon Aichele dba
Aichele Landscaping
11360 S. E. Stephens Road
Portland, Oregon

In accordance with our telephone conversation this date, I am attaching a complaint on USDL Form SOL 161(a) received from Duane Thayer alleging that this firm employed him in violation of the Contract Work Hours Standards Act, and perhaps also in contravention of the prevailing wage requirements of the Davis-Bacon Act.

I will appreciate your initiating appropriate action through the channels available to you to check the validity of this complaint, and take such action as may be required to correct any violations disclosed.

Attch.

AICHELE LANDSCAPING

NAME [illegible]
PERIOD ENDING 5/14/65

TOTAL EARNINGS →		124 00
OLD AGE BENEFIT	4	55
FEDERAL W. H. TAX	5	40
STATE W. H. TAX	3	40
STATE UNEMP. INS.		40
TOTAL DEDUCTED →		19 80
NET PAY CHECK →		104 20

EMPLOYEE DETACH AND KEEP THIS EARNINGS STATEMENT

AICHELE LANDSCAPING

NAME [illegible]
PERIOD ENDING [illegible]

[illegible]		49 00
[illegible]		50 00
TOTAL EARNINGS →		[illegible]
OLD AGE BENEFIT	[illegible]	
FEDERAL W. H. TAX	[illegible]	
STATE W. H. TAX	[illegible]	
STATE UNEMP. INS.	[illegible]	
[illegible]	[illegible]	
TOTAL DEDUCTED →		[illegible]
NET PAY CHECK →		[illegible]

EMPLOYEE DETACH AND KEEP THIS EARNINGS STATEMENT

(24) How were you paid? (check) (cash) (check) (22)Who paid you? (name company issuing the checks or cash)

(23) How much was your pay (other than overtime) each week? (Give amount)

(25) If answer is "Yes", please describe in question 35 on p.6

(26) Were there any other employees who did the same work you did? (give dates)

Name	Address	Dates they did same work you did

(20) How were you paid? /_/Cash? /X/Check? (22)Who paid you? (What company issued the check or cash)

(23) Were any deductions or records of how much you were paid? /Yes/ /No/ Were any deductions made from your pay (other than withholding taxes or Social Security)? /_/Yes /X/No If answer is "Yes", please describe in question 35 what the deductions were for.

(24) Were there any of the other employees who did the same work you did (give dates)

Name	Address	Dates they did the same work you did

(Signature)

(Please Print Surname Name)

DO NOT WRITE BELOW THIS LINE

RECEIVED
SEP 2 - 1965
FOR FILING

I-5-3(69) 130

6667

September 1, 1965

Dayton Plumbing & Heating, Inc.
& George F. Christofferson
1223 Edgewater Street
Salem, Oregon

Gentlemen:

We have received a letter from the State Industrial Accident Commission concerning contract 6667 awarded to you for roadside improvement on the Sutherlin Junction-Winchester Section of the Pacific Highway.

Their letter states that they have an account with Dayton Plumbing & Heating, Inc., but do not have an account with the joint venture under the above mentioned [redacted].

If you have not already done so, please take such action as is necessary to open an account for the joint venture bid with the Accident Commission.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

F:gp

cc: R. G. Savage, Director
Employer Coverage Division
Attn: W. W. Geibel

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM 97310

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
LABOR AND INDUSTRIES BUILDING
SALEM, OREGON

ATTENTION Rate & Survey
WWG: 225653
Pending

August 30, 1965

Mr. Floyd Query, Secretary
State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Query:

The employers awarded contracts on August 17, 1965, are properly registered with one exception.

Contract number 6667 was let to a joint venture of Dayton Plumbing and Heating, Inc. and George F. Christofferson. We have an account with Dayton Plumbing and Heating, Inc. but we do not have an account with the joint venture. Please see that this employer opens an account with the Commission at the earliest possible date.

Yours truly,

R. G. Savage, Director
Employer Coverage Division

By: W. W. Geibel

W. W. Geibel
Rating Supervisor

WWG:ef

RECEIVED
AUG 31 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 20 1965

Form DOT-1320 (11-65) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-3(69)130

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 20, 1965

In reply refer to: 08-35.2-EC

6667

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

T. Dec

NOTED
R. L. PORTER

SUBJECT: Oregon Project I-5-3(69)130
Sutherlin Jct.-Winchester Section
Roadside Improvement

As requested in Mr. Young's letter of August 19, 1965 advising that all rights of way or rights of entry and access rights with the exception of those involved with utilities have been acquired for the above project, we hereby concur as of August 17, 1965 in the award of Contract No. 6667 to DAYTON PLUMBING & HEATING INC. AND GEORGE F. CHRISTOFFERSON, of Salem, Oregon, low bidder in the amount of $89,194.90 at the August 10, 1965 bid opening.

The project will not be accepted as complete unless utility access rights listed as exceptions are acquired in addition to other requirements for such action.

REFERRED TO
[signature]
BY ASST. STATE HWY. ENGR.
8-24-65

RECEIVED
AUG 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 19 1965
FOR FILING

6667

August 19, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of August 12, 1965 is requested in the award of contract for the Sutherlin Jct.-Winchester Section, Project No. I-5-3(69)130.

The contractor receiving the award is Dayton Plumbing and Heating Inc. and Christefferson in the amount of $9,194.90 with the contract No. 6667 assigned. This bid was received on August 10, 1965 and awarded August 17, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads PM 20-4-64.

All rights of access, including utilities, to or from abutting property, with the exceptions listed below, are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceeding which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Exceptions	Type of Encroachment	Distance from Center Line	Document to be Issued
Sta. 2059+52	X'ing	-	X-Permit
Sta. 2035+60 & 2038+70	Longitudinal (2 Poles)	100' W	X-Permit
Sta. 1945+20	X'ing	-	X-Permit

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:cd

FORM S-123

RECEIVED
AUG 18 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
McMINNVILLE
KENNETH N. FRIDLEY, MEMBER
BAKER
DAVID P. STAMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 17, 1965

Dayton Plumbing & Heating, Inc., and
George F. Christofferson
1223 Edgewater Street N. W.
Salem, Oregon

Gentlemen:

The State Highway Commission on August 17, 1965 awarded to you State Highway Contract No. 6667 for the following project:

Roadside improvement on the Sutherlin Junction-Winchester Section of the Pacific Highway in Douglas County.

This award was based on your bid of $89,194.90 which was submitted to the Commission on August 10, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
Mark Astrup

Form CO-121 (11-63) (Proc. by A.O. 208-107)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

2 - 3(69)130

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 19, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: ME Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-3(69)130
Sutherlin Jct. to Winchester
Roadside Improvement

P.S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way has been acquired for occupancy and contractor's use, and further that control of access rights has been acquired with the possible exception of those involved with utilities previously adjusted as indicated in Mr. Moehring's and Mr. Litchfield's July 6 and July 14, 1965 reports. Certification concerning utility access rights should be furnished prior to our concurrence in award. If exceptions are listed, the project will not be accepted as complete until such time when full control of access is obtained.

Mr. Young's July 15, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

REFERRED TO
sig to Young Wlanet
By Asst. State Hwy. Engr.
copies to
Moehring
Litchfield
NOTED
7-23-65
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FHWA CD-121 (11-65) Prescribed by A.O. [illegible]

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 12, 1965

In reply refer to: 08-35.3-EC/710.11

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec, T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's June 28, 1965 letter submitted three items for inclusion in the subject program. The below shown Stage 2 projects are approved effective this date:

Item	Project	Location	Work
411	I-5-3(69)130	Sutherlin Jct.-Winchester	Roadside Improvement
412	I-80N-5(17)157	Boardman Section	Roadside Improvement

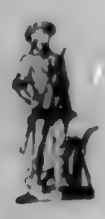
Item 413 is pending further review in this office.

The approval for Item 412 is with the understanding that complete justification for the irrigation system at the Boardman Interchange be submitted and approved by this office.

This approval provides for an aggregate total of 16.73 miles for a total estimated cost of $201,000 of which $163,400 is reserved as Federal-aid Interstate funds.

RECEIVED
JUL 13 1965
OFFICE
STATE HIGHWAY [illegible]

REFERRED TO
sign [illegible]
Dy Asst. State Hwy. Engr.
7-15-65



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ER-118(1) Brown Bridge Sec., FAS 800 1965
(Paving)
#6668

78H 2862

AUG 16 1968

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL-AID PRE-AUDIT INELIGIBILITY NOTIFICATION

NO. 35-68-PIN-10

STATE	COUNTY
Oregon	Douglas
F. A. PROJECT NO. EK-11[illegible] 6668	STATE CONTROL SECTION OR PROJECT NO. County FAS Routes

TO: Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Orig - K
Memo
8-16-68

1. C. H. Maison, Controller
2.
3.

ITEMS IDENTIFIED BELOW ☐ OR ON ATTACHED SHEET ☒ HAVE BEEN DETERMINED TO BE INELIGIBLE OR REQUIRE ADDITIONAL SUPPORT PRIOR TO FEDERAL-AID REIMBURSEMENT FOR THE REASONS STATED:

Audit Report 69-335-3
Finding No. 1 attached

Deduction at prorata will be made when final voucher processed for payment.

INELIGIBLE $ 377.08
(IF APPLICABLE)

THE ABOVE ITEMS (AS AMPLIFIED IN THE COVERING LETTER)* SHOULD NOT BE CLAIMED UNTIL CORRECTIVE ACTION HAS BEEN TAKEN AND SUPPORTING OR QUALIFYING DATA PLACED IN THE STATE'S FILE. IF THE STATE HAS ALREADY BEEN REIMBURSED, A CREDIT SHALL BE ENTERED ON THE NEXT CONSOLIDATED OR CURRENT BILLING SUBMISSION.

EXCEPTIONS DESCRIBED ON NOTIFICATION NO. _____ NOW ELIGIBLE.
REFERENCE:

REMARKS:

SIGNATURE	TITLE	DATE
L. R. Backlund	Administrative Manager	8-13-68

*STRIKEOVER IF NOT APPLICABLE

OPO 937-262

ITEM (1) - DOUGLAS COUNTY, ER-118(1)

FINDINGS

Work Performed Prior to Authorization

The following costs were incurred prior to December 22, 1964, the date of authorization by the Administrator to the State Highway Department to proceed with the project:

Labor	$ 238.84
Equipment Rental	138.24
TOTAL	$ 377.08

This deficiency was discussed with the County Engineer who agreed that the above costs totaling $377.08 were incurred prior to authorization and, therefore, erroneously claimed.

Yeallow - LE 5

Monthly transaction number	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
3-7		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County
7		Douglas
Modification number	2-20-67	Project number
1 # 1668		ER-118(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 24, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 543,891.00	$ 518,414.00
Federal funds	$ 345,098.00	$ 328,993.00
Other revisions		

This modification is made for the following reasons:

Based on revised estimate including approved work orders and county billing.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of February, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By _____
L. R. Backlund, Admin. Manager
(Division Engineer)

US COMM-DC 26064-P65

Oregon State Highway Department

Federal-Aid
Project No. ER-118(1)

COUNTY FAS ROUTES IN DOUGLAS COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices, approved work orders and Douglas County billing.)

Salem, Oregon, January 19, 1967

Type Code X021
Brown Bridge (7195A)(Sta. 262+63 to Sta. 268+90)(Contract No. 6580)(FAS 800)

Shoring, Cribbing, etc.	All Required		$ 35,000.00
Structural Excavation	1,700 cu.yd.	$ 6.00	10,200.00
Structural Excavation Below Elevation Shown	200 cu.yd.	15.00	3,000.00
Special Rock Backfill	650 cu.yd.	7.00	4,550.00
Furnish 10 BP 42 Steel Piling	750 lin.ft.	5.00	3,750.00
Drive Steel Piles	20 only	80.00	1,600.00
Splice Steel Piles	5 only	30.00	150.00
Class "A" Concrete (2,671 cu.yds.)	All Required		203,000.00
Class "B" Concrete	50 cu.yd.	100.00	5,000.00
60' to 65' Type 3 Prestressed Beams	12 only	1,300.00	15,600.00
70' to 75' Type 3 Prestressed Beams	4 only	1,600.00	6,400.00
Metal Reinforcement (535,200 lbs.)	All Required		77,000.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	50 lin.ft.	4.00	200.00
	Subtotal		$365,450.00
	Engr. & Cont.		36,545.00
			$401,995.00

Type Code 4251
Paving, Brown Bridge Section (Sta. 252+10 to Sta. 276+47.16)(Contract No. 6668)
(FAS 800)

Preparation of Old Roadbed	0.34 mile	$ 600.00	$ 204.00
3/4" - 0 Material in Base	260 cu.yd.	3.95	1,027.00
3/4" - 0 Aggregate in Prime Coat	40 cu.yd.	6.00	240.00
RC-250 Asphalt in Prime Coat	6 ton	70.00	420.00
Class "B" Asphalt Concrete	1,300 ton	9.20	11,960.00
	Subtotal		$ 13,851.00
	Engr. & Cont.		1,385.00
			$ 15,236.00

Type Code Y006
FAS 253, (MP 21.7 to MP 21.9)

Temporary

County Force Equipment, Materials and Labor	All Required		$ 4,660.09
			$ 4,660.09

Permanent
County Negotiated Contracts
Type Code 2010
Access Const. Co. (FAS 253)(MP 21.8)

Clearing and Piling Debris	All Required		$ 1,000.00

Quarry-Run Embankment in Place	18,358 cu.yd.	$ 1.55	$ 28,454.90
Install County-Owned Culvert	20 lin.ft.	3.00	60.00
			$ 29,514.90

Type Code 6201
Roseburg Paving Co. (FAS 253)(MP 21.8)

Asphalt Concrete Paving in Place	802.355 ton	$ 10.50	$ 8,424.73
			$ 8,424.73

$ 42,599.72

Type Code Y006
FAS 240 Flood Repairs (MP 15.35 to MP 15.45)

Temporary and Permanent		
County Force Equipment, Material and Labor	All Required	$ 2,288.38
Purchased Rock	All Required	1,770.50
		$ 4,058.88

Permanent work completed in conjunction with temporary repairs.

Type Code Y006
FAS 241 Flood Repairs (MP 0.32 to MP 0.35)(MP 3.43 to MP 4.51)

Temporary and Permanent		
County Force Equipment, Material and Labor	All Required	$ 2,678.52
Negotiated Equipment, Material and Labor	All Required	2,952.76
		$ 5,631.28

Permanent work completed in conjunction with temporary repairs.

Type Code 6201
FAS 243 Flood Repairs (MP 0.34 to MP 4.35)

Temporary		
County Force Equipment and Labor	All Required	$ 2,235.04
Permanent		
County Force Order No. 2*	All Required	3,335.14
		$ 5,570.18

*Amount shown on this estimate is actual cost of CFO No. 2.

Type Code Y006
FAS 244 (Flood Repairs (MP 0.60 to MP 4.35)

Temporary		
County Force Labor and Equipment	All Required	$ 2,007.89
Purchased Rock	All Required	16.80
		$ 2,024.69
Permanent		
County Force Order No. 3*	All Required	$ 12,621.96
		$ 14,646.65

*Amount shown on this estimate is actual cost of CFO No. 3.

Type Code Y006
FAS 799 Flood Repairs (MP 3.20 to MP 12.20)

Temporary and Permanent		
County Force Equipment, Materials and Labor	All Required	$ 4,387.78
Negotiated Equipment, Materials and Labor	All Required	6,905.08
		$ 11,292.86

Permanent work completed in conjunction with temporary repair.

Type Code 6201
FAS 800 Flood Repairs (MP 4.50 to MP 14.37)

Temporary and Permanent		
County Force Equipment, Materials and Labor	All Required	$ 5,807.43
Purchased Asphalt	All Required	612.37
		$ 6,419.80

Permanent work completed by contract mentioned as shown in the first part of this estimate and in conjunction with this temporary repair. CFO #1 not used.

Type Code 5231
FAS 801 Flood Repairs (MP 0.61 to MP 4.95)

Temporary		
County Force Equipment, Labor and Materials	All Required	$ 2,819.45
Negotiated Equipment, Labor and Materials	All Required	348.60
		$ 3,168.05

Permanent County Force Order No. 5* .	All Required	$ 7,232.21 $ 10,400.26

*Amount shown on this estimate is actual cost of CFO No. 5.

Type Code Y005
FAS 802 Flood Repairs (MP 0.05 to MP 0.37)

Temporary and Permanent County Force Equipment, Materials and Labor	All Required	$ 563.55 $ 563.55
	Total	$513,414.18

Permanent work completed in conjunction with temporary repairs.

Length of Project - - - - 32.8 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	County Funds
Structure (Contract 6580)	$401,995.00	$255,065.00	$73,465.00	$73,465.00
Roadway (Contract 6680)	15,236.00	9,667.00	2,784.50	2,784.50
FAS 253	42,599.72	27,055.08	7,772.32	7,772.32
FAS 240	4,058.88	2,577.80	740.54	740.54
FAS 241	5,631.28	3,576.42	1,027.43	1,027.43
FAS 243	5,570.18	3,537.62	1,016.28	1,016.28
FAS 244	14,646.65	9,302.09	2,672.28	2,672.28
FAS 799	11,292.36	7,172.10	2,060.33	2,060.38
FAS 800	6,419.80	4,077.22	1,171.29	1,171.29
FAS 801	10,400.26	6,605.20	1,897.53	1,897.53
FAS 802	563.55	357.47	103.04	103.04
	$513,414.18	$326,993.00	$94,710.59	$94,710.59

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 510-1005
510-1011

RECEIVED
SEP 27 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR FILES

PROJECT REPORT NO.
1

FORM R-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-24-65

STATE: Oregon

COUNTY: Douglas

PROJECT NO. FH-118(1)

6668

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

County FAS Routes.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-5-65	0.462
*OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 543,891.	$ 345,098.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Hugh L. Stone

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer SEP 24 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8908-P64

RECEIVED
FEB 7 - 1967

FORM UNITED STATES GOVERNMENT
(Prss. by A.O. 206-10)

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 2, 1967

In reply refer to: 08-35-DB

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-118(1)
FAS County Routes, Douglas County
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 Statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. County Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of county forces was considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed county resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's January 19, 1967 letter are approved. Established county rental rates must be supported by accounting records, or if not available the alternate rates approved by this office on August 19 and September 23, 1965 may be used. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 32.8 (intermittent) miles of roadway and/or bridges at a total estimated negotiated contract amount of $10,206.00 and County Force Account work amount of $29,848.00. Estimated emergency fund participation is to be at the regular pro rata share, or $25,438.00.

Findings regarding nonincidental permanent repairs on the project by County Forces were previously transmitted on May 6, 1965. We concurred in the contract awards for the Brown Bridge Section on April 29 and August 17, 1965.

NOTED
F. B. KLABOE

REFERRED TO Young w/enc.
By Asst. State Hwy. Engr.
2-6-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Form CO-121
(11-63)
(Prss. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 22, 1966

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-118(1)
Brown Bridge

Mr. Edwards' letter of March 14, 1966 requests our concurrence in an extension of the time of completion on the subject project from the specified date of December 31, 1965 to January 19, 1966, the date of actual completion. The request is predicated on the fact that work was stopped by an authorized suspension from the close of work on December 27, 1965 through January 17, 1966, because of adverse weather.

Inasmuch as the contract has not deleted your authority to suspend construction operations because of unfavorable weather or working conditions, and the suspension and resumption of work were properly authorized in writing, we concur in the proposed time extension so that the contractor will not be penalized liquidated damages caused directly by such authorized suspension.

NOTED
TOM EDWARDS

RECEIVED
MAR 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 14 1966
FOR FILING

ER-118(1)

6668

February 11, 1966

Fidelity and Deposit Co. of Maryland
Portland Branch Office
900 Failing Building
Portland 4, Oregon

Gentlemen:

Contract No. 6668 awarded to Roseburg Paving, Inc., for paving the Brown Bridge on FAS 800 in Douglas County was completed on November 23, 1965, and accepted by the Highway Commission on February 10, 1966.

Final payment in the amount of $1,730.67 will be released to the contractor after February 18, 1966. The total contract amount is $13,354.11 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Roseburg Paving, Inc.
403 W. Ball
Roseburg, Oregon 97470

Fidelity and Deposit Co. of Maryland
Baltimore 3
Maryland

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
FEB 11 1966
FOR FILING

FR-118(1)
6668

February 10, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed November 23, 1965, on Contract No. 6668. The contract was with Roseburg Paving, Inc. and was for paving on the Brown Bridge Section of FAS Route 800 in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 10, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Walfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
MAR 2 - 1966
FOR FILING
ER-118 (1)
6668

January 24, 1966

#9

Roseburg Paving, Inc.
403 W. Ball
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission at its meeting on January 25, 1966, considered your request of an extension of the specified completion date to November 23, 1965, on Contract No. 6668 for the Brown Bridge on FAS 880 in Douglas County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc L. R. Chandler
John L. Hagedorn
F. D. Morgan
L. H. Young
C. H. Maison
Bureau of Public Roads

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 7, 1966

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-118(1)
Brown Bridge Section
Request for Time Extension (Paving)

We have reviewed your letter of December 30, 1965 concerning the request for an extension of time for the paving of the approaches to the Brown Bridge.

Due to the delays as mentioned in your letter we concur in the recommendation to extend the completion date to November 23, 1965.

cc to Bork, Young, Mason
1-11-66

NOTED
F.B. KLAUS

RECEIVED
JAN 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-50 90M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1965

SUBJECT:

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

Extension of Time
Brown Bridge Section
FAS 800
Contract No. 6668

Attached is a request from Roseburg Paving Company on the subject contract for an extension of the specified completion date from October 15 to November 23, 1965 without the assessment of liquidated damages. The contractor's request is based on delays caused by Douglas County not having completed the grading and rock surfacing.

The Brown Bridge was being constructed under a separate contract with the approaches to be graded and surfaced by Douglas County forces. Bridge construction work delayed the County in performing their part of this work and the north side of the river was not available for paving until November 17. The contractor proceeded to pave the north approach while the County was placing rock on the south approach. The paving was completed on November 23, 1965.

The original completion date for this project was October 15, 1965. The project was completed November 23, 1965. This is 39 days beyond the original completion date and represents $1,170.00 in liquidated damages based on the penalty rate of $30.00 per day.

Based on the delays caused by non-completion of the bridge contract and the County Force work, we recommend that the completion date be extended to November 23, 1965. This will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads District Engineer who agrees that our reasons for granting an extension appear to be valid.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

The liquidated damages which have been withheld on this project represent 8.5 per cent of the original contract amount. If formal Bureau of Public Roads concurrence can be obtained in a short period of time, we would like to recommend that the liquidated damages be released to the contractor at that time instead of waiting a month for the next Commission action. The contractor has made inquiry as to the status of his request.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

DES:rw:nh

Attach.

cc: L. H. Young

RECEIVED
DEC 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 13 1966
FOR FILING

EN-118 (1)
6668

January 13, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 9
January 25, 1966 meeting

Gentlemen:

Roseburg Paving Company, contractor on the Brown Bridge Section of FAS 600 in Douglas County, Contract No. 6668, requests an extension of the specified completion date from October 15 to November 23, 1965.

The contractor's request is based on delays caused by noncompletion of the structure, grading, and rock surfacing work. The Brown Bridge was under a separate contract with its approaches to be graded and surfaced by Douglas County forces. The County work on the north approach was not ready for paving until November 17. The contractor immediately commenced his paving work and completed all work under the contract on November 23, 1965.

I recommend that the specified completion date be advanced to November 23, 1965. This will eliminate all liquidated damages. This is a Federal Aid Emergency Recovery Project and we have Bureau of Public Roads concurrence.

This matter will be on the agenda for your consideration at the January 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:nh bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6668 Contractor Roseburg Paving Company

Highway FAS 800

Section Brown Bridge

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Delay caused by non-completion of structure under separate contract and the grading and surfacing work performed by County Forces justify an extension of 39 calendar days.

Recommended for Approval:

Carl M. Williams
Division Engineer

Paul A. Ford
for Construction Engineer or Bridge Engineer

J. B. Kluboe
State Highway Engineer

Contract No.	6668
Project designation	FR-118(1)
	State-Federal
Date awarded	August 17, 1965
Work started	November 17, 1965
Per cent completed	100% ~~11/19/65~~
	Date
Spec. completion date	10/15/65
No. of Workdays Allowed	---
No. of Workdays Used	39
No. of Added Workdays Requested	

E—220 (Rev.)—5M—10-57

Load 77909 tr

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 3, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from xxxxxx days to of 30 days xxxxxx days, within which to complete our Contract No. 6663, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Bridge construction prevented Douglas County from preparing the grade for paving until November 1, 1965. Paving was started on November 17, 1965 and completed on November 23, 1965

Respectfully submitted,

Roseburg Paving Inc.
Contractor

By Jim Loseby

CONSENT OF SURETY

Date December 7, 1965

We, Fidelity and Deposit Co. Baltimore, Maryland
Failing Bldg., Portland, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-Fact

(SEAL)

Resident Agt

RECEIVED
JAN 11 1966
FOR FILING

Form CO-151 (11-62) (Pres. by A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

ER-118 (1)

TO 1668

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 7, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-118(1)
Brown Bridge Section
Request for Time Extension (Paving)

We have reviewed your letter of December 30, 1965 concerning the request for an extension of time for the paving of the approaches to the Brown Bridge.

Due to the delays as mentioned in your letter we concur in the recommendation to extend the completion date to November 23, 1965.

cc to Bond, Young, Mason
1-11-66

RECEIVED
JAN 10 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 2 1965

STATE COPY

FOR FILE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER 118(1)
6668

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 26, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 23, 1965, on Contract No. 6668, Brown Bridge Section, in Douglas County, in connection with Federal-Aid Project No. ER-118(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

REFERRED TO
By Asst. State Hwy. Engr.
12-21-65

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: December 13, 1965

Conditions noted on above date:

Final Inspection made November 24, 1965, project satisfactorily completed this date.

A. W. Parsons
Division Engineer

By: M. E. Martin, District Engineer

PVR:jmw

RECEIVED
DEC 21 1965
STATE

RECEIVED
AUG 20 1965
FOR FILE

UNITED STATES GOVERNMENT

Memorandum

FOR FILE
ER-118(1)
6668

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

T. Dec

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 20, 1965

In reply refer to: 08-35.2-EC

SUBJECT: Oregon Project ER-118(1)
Brown Bridge Section
Paving

As requested in Mr. Young's letter of August 18, 1965 advising that all rights-of-way or rights of entry have been acquired for the above project, we hereby concur as of August 17, 1965 in the award of Contract No. 6668 to ROSEBURG PAVING INC. of Roseburg, Oregon, low bidder in the amount of $13,851.00 at the August 10, 1965 bid opening.

RECEIVED
AUG 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
8-25-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 18 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
ALBANY
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 17, 1965

Roseburg Paving, Inc.
403 W. Ballf
Roseburg, Oregon

Gentlemen:

The State Highway Commission on August 17, 1965, awarded to you State Highway Contract No. 6668 for the following project:

Paving on the Brown Bridge Section of FAS 800 in Douglas County.

This award was based on your bid of $13,851.00 which was submitted to the Commission on August 10, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
AUG 19 1965
FOR FILING
6668

August 18, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrenceaaa of August 12, 1965 is requested in the award of contract for the Brown Bridge Section, Project No. ER-118(1).

The contractor receiving the award is Roseburg Paving Incorporated of Roseburg in the amount of $13,851.00 with the Contract No. 6668 assigned. This bid was received on August 10, 1965 and awarded August 17, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:cd

FAS 800 ER

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 85404

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-18-65	CC 952		510-1011-297

- Douglas County
- Courthouse
- Roseburg, Oregon

Attn: Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

NOTED
DON HARWELL

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			3,100.00
Partial transfer of advance deposit for the Brown Bridge Section Paving Section, FAS 800. Covered by agreement dated 3-11-65.			2,100.00
To be retained			1,000.00

NOTED
R. H. PRANGE

RECEIVED
AUG 19 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

NOTED
H. S. COX

NOTED
DON HARWELL

August 11, 1965

Douglas County Board of Commissioners
Courthouse
Roseburg, Oregon

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

Gentlemen:

On August 10, a satisfactory bid was received from the Roseburg Paving Company for constructing the Brown Bridge Paving Section of FAS 800. As per the agreement between state and county, the following advance deposit is required from the county prior to awarding of a contract.

Bid Items	$13,851.00
12-1/2% Engineering & Contingencies	1,731.38
Estimated Total Cost.....	$15,582.38

County Advance Deposit:

20% of $15,582.38 = $3,116.48 or say $ 3,100.00

Please make this advance deposit in the amount of $3,100 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

V. R. Jones
Planning Engineer

VRJ:mm

cc: Mr. Al May

NOTED
V. R. JONES

RECEIVED
AUG 6 - 1965
FOR FILING

ER-118(1)

6668

Salem, Oregon
August 3, 1965

H. S. Cox
County & City Engineer
Building

Attention: D. N. Harwell
Office Engineer
County & City Div.

Finance Construction Agreement
Brown Bridge Section
ER-118 (1), FAS 800
Douglas, County

MISC. CONTRACTS and
AGREEMENTS No. 2862

Attached is a conformed copy of an agreement between Douglas County and the State Highway Commission covering the above named subject.

A fully executed copy of the agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Courthouse of Douglas County.

Secretary

bb
Attach: 1

ER

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 19, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dee
Engineering Coordinator

SUBJECT: Oregon Project ER-118(1)
Brown Bridge
Paving

P.S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project, with no utility adjustments involved as indicated in Mr. Litchfield's and Mr. Oakes' July 14 and July 16, 1965 reports.

Mr. Young's July 15, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

RECEIVED
JUL 27 1965
ENGINEER
COUNTY & CITY DIVISION

Ltr
Morgan
Mason

REFERRED TO
Elvin Young
BY ASST. STATE HWY. ENGR.
7-23-65

copies to Litchfield

Elvin w/ltr

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

May 27, 1965

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Ref: 08-35.4-DB

Dear Sir:

Douglas County Force Order No. 1 approved by your memo of April 16, 1965, included under materials the estimated cost for furnishing and placing A.C. pavement on the Brown Bridge Approaches, FAS 800, Project ER-118(1), Item 38.

It has since been determined that the County does not have suitable equipment to place this A.C. pavement and it is planned to let a State Highway Department contract for same. Accordingly, the subject Force Order should be reduced by $8,000, the estimated pavement costs.

Very truly yours,

H. S. Cox
County and City Engineer

By

John F. Hagemann

JFH:mm

315-1717 Rogue R. (Broadway St.) 1965
Sec., city st.
6669 (Grading & Paving)

Ap State Tax Street Fund 32

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date March 22, 1966

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1965

Contract # 6669 Prefix 315-1717 Survey Prefix 315-1457

Street Broadway Street

City Rogue River

Payments to Contractor ..(see attached voucher).....	$ 16,472.27
Engineering and Contingencies.....	1,633.55
Survey...(Total = $1,247.64) City's pro rata share....	--
TOTAL.....	$ 18,105.82
Agreed State Share	18,105.82
Agreed City Share	$ --
City Advance Deposit	$ --

Reference: Outside Billing none

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: JACKSON

CONTRACT NO.: 6669

ESTIMATE NO.: 3

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: ROGUE RIVER /BROADWAY ST/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DA
001	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	2.5000	1,126
002	WATERING		M GALS	4.0000	39
003	3/4IN O MATERIAL IN BASE		CU YDS	6.1500	503
004	STONE BASE		CU YDS	5.1500	938
005	3/4IN-0 MATERIAL IN	PRIME COAT	CU YDS	7.0000	27
006	RC-250 ASPHALT IN	PRIME COAT	TONS	65.0000	3
007	CLASS A ASPHALT	CONCRETE	TONS	9.7500	568

TOTAL CONTRACT ITEM

% RETAINED ON CONTRACT ITEM

FORCE ACCOUN

TOTAL PAYMENT

DATE: 11/27/68

CHECKED BY: [illegible]

PREPARED BY: [illegible]

	CONTRACT NO. 6669	ESTIMATE NO. 3 FINAL	PREFIX NO'S.
	FEDERAL AID PROJECT NO.		315-1717-204 (41) 846.50 Dr.

GWAY ST/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
YDS	2.5000	1,126.800	2,873.60	2,873.60	
GALS	4.0000	44.760	179.10	179.10	
YDS	5.1500	493.800	2,543.54	2,543.54	
YDS	5.1500	1,118.500	4,833.28	4,833.28	
YDS	7.0000	27.700	196.60	196.60	
LS	65.0000	3.880	252.20	252.20	
S	9.7000	563.615	5,465.95	5,545.95	

TOTAL CONTRACT ITEMS	15,472.27	15,472.27	
% RETAINED ON CONTRACT ITEMS		846.50	846.50
FORCE ACCOUNT			
TOTAL PAYMENTS	14,625.77	15,625.77	846.50

RECEIVED
DEC 8 - 1965
FOR FILING

315-1717

6669

December 7, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6669 awarded to Concrete-Steel Corporation for grading and paving on Broadway Street in Rogue River in Jackson County was completed on October 26, 1965 and accepted by the Highway Commission on December 6, 1965.

Final payment in the amount of $846.50 will be released to the contractor after December 14, 1965. The total contract amount is $16,472.27 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Concrete-Steel Corporation
1109 Court Street
Medford, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 6 - 1965
FOR FILING
215-1717
6669

December 6, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed October 26, 1965, on Contract No. 6669. The contract was with the Concrete Steel Corporation and was for grading and paving on the Broadway Street Section of the Rogue River city streets in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 6, 1965, and that you concur in this procedure at the Commission meeting on December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Rogue River (Broadway Street)		WEEK ENDING: October 30, 1965
		SECTION PREFIX: 315 - 1717
HIGHWAY: City Street		COUNTY: Jackson
NAME OF JOB: Rogue River (Broadway Street)	KIND OF WORK: Grading and Paving	
CONTRACTOR: Concrete - Steel Corporation	CONTRACT NUMBER: 6669	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 17, 1965	DATE WORK STARTED: September 16, 1965	ESTIMATED COMPLETION DATE: October 26, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION 1	SPECIFIED WORK DAYS –	WORK DAYS USED –
	SPECIFIED CALENDAR DAYS –	CALENDAR DAYS USED –
PROJECT AUTHORIZATION: $ 19,158.75	SPECIFIED COMPLETION DATE: October 31, 1965	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $ 17,796.35	ENGINEERING AUTHORIZATION $ 1,362.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 16,472.27	ENGINEERING COST TO DATE $ 1,300.27	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 7 %	PERCENT OF AUTHORIZATION 95 %	DATE PROJECT WAS COMPLETED: October 26, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	~~OIL AND/OR~~ PAVE.	MAT'L. PROD		
		100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.19	0.19			0.19
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0.19	0.19			0.19
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,200	1,440			600
TOTAL QUANTITIES CORRECTED TO DATE	1,127	1,442			569
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,127	1,442			569
AVERAGE DAILY QUANTITIES Past Week	–	19			–
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	–	–			–
NUMBER OF SHIFTS PER DAY	–	1			–
HOURS PER SHIFT	–	8			–

EQUIPMENT USED DURING THE WEEK: Blade - 1, Water Wagon - 1, Roller - 1

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY
SUNDAY 24	Fair		
MONDAY 25	Fair		
TUESDAY 26	Fair		
WEDNESDAY 27	Cloudy AM Showers PM		
THURSDAY 28	Cloudy AM Fair PM		
FRIDAY 29	Overcast AM Fair PM		
SATURDAY 30			

CAUSE OF DELAY

Routing

Morgan — Peace

Decker — Morelock

Bond — Trout

Barbee — Scott

Walker — Wills

Glenn — Litchfield

Swan — Olson

RECEIVED
NOV 1 1965
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	
MONDAY 25	No Work
TUESDAY 26	Contractor worked shoulders and cleaned up job area today. Job completed.
WEDNESDAY 27	No work today.
THURSDAY 28	No work today.
FRIDAY 29	No work today.
SATURDAY 30	

REMARKS

Contractor worked shoulders and gave street and street connections a general cleanup.

Job completed October 26, 1965.

SIGNED Hermon E. Roberts LOCATION Grants Pass, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP-F218

RECEIVED
AUG 18 1965
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 17, 1965

Concrete Steel Corp.
1109 Court Street
Medford, Oregon

Gentlemen:

The State Highway Commission on August 17, 1965, awarded to you State Highway Contract No. 6669 for the following project:

Grading and paving on the Rogue River (Broadway Street) Section in Jackson County.

This award was based on your bid of $16,930.00 which was submitted to the Commission on August 10, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

BCA

NOTED
H. S. COX

August 12, 1965

Mrs. Orva Jean Cruise
City Recorder
City Hall
Rogue River, Oregon

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

Dear Mrs. Cruise:

On August 10, the State Highway Commission opened bids on the Special City Allotment project on Broadway Street. The low bid was submitted by Concrete Steel Corporation of Medford and the anticipated cost based on the bid is as follows:

Contractor's bid	$16,930.00
Anticipated Additional Items	100.00
Subtotal	$17,030.00
Engineering & Contingencies (12-1/2%)	2,128.75
TOTAL ANTICIPATED COST.....	$19,158.75

We anticipate that this contract will be awarded in the very near future.

Very truly yours,

H. S. Cox
County and City Division Engineer

By

Richard Unrein
Field Engineer

RU:mm

RECEIVED
JUL 29 1965
FOR FILING

315-1717

#6669

Salem, Oregon
July 28, 1965

Spec. State Hwy St. Funds #32

Special City Allotment Agreement
Broadway Street
City of Rogue River

Mr. H.S. Cox
County & City Engineer
Building

Attention: Mr. D.N. Harwell
Office Engineer
County & City Div.

Attached is a partially signed copy of an agreement with the City ofRogue River covering the Special City Allotment project on Broadway Street from 2nd Street to Main Street.

A fully executed copy of the agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Rogue River.

Secretary

rn
Attach: 1

Supersedes similar agreement dated May 26, 1965. 76

Rogue River (Broadig-1st) Section

Grading and Paving

Estimate
7-16-65

NOTED
DON HARWELL

No	Item		Price	Amount
1	General Excavation, Unclassified	1200 Cu Yds	1.50	1800-
2	Watering	36 M-Gals	4.00	144-
3	3/4"-0 Material in Base	340 Cu Yds	4.75	1615-
4	Store Base	1100 Cu Yds	4.50	4950-
5	3/4"-0 Material in Prime Coat	26 Cu Yds	6.00	156-
6	RC-250 Asphalt in Prime Coat	4 Tons	100.00	400-
7	Class "B" Asphalt Concrete	600 Tons	10.00	6000-
			Total	15,065-
	Antic. Add Items			
	Flagging			100-
			Total	15,165-
			12½% Engr & Cont.	1895 63
			Total	17,060 63

RECEIVED
JUL 16 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

NOTED

BCA

July 12, 1965

NOTED
DON HARWELL

Mr. John B. H. Leyen
The Mayor
City Hall
Rogue River, Oregon

Dear Mr. Leyen:

We are in the process of revising the Second Street and Broadway Street Special City Allotment project in Rogue River to retain only that portion of the project on Broadway Street between Second and Main Streets. This revision is an effort to bring the total cost of the project under $20,000 as requested by the city.

At this stage of the revision we do not have an estimate as to the total cost of the revised project. As soon as we obtain a new estimate of total cost we shall submit to the city a new agreement covering the revised project.

The city must be apprised of the fact that the state is morally obligated to accept any bids that come within 10% of the estimate.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Field Engineer

RU:mm

SCENE FROM ROGUE RIVER BRIDGE

NOTED
[illegible] MAXWELL

CITY OF ROGUE RIVER, OREGON

NOTED
H. S. COX

July 10, 1965

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

Richard Unrein
Field Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Unrein:

Your letter of July 2 was received giving the total bid cost on our Special City Allotment project on Second and Broadway Streets in the amount of $24,190.88.

Since the appraisal of said project was under $20,000, the City did not budget any funds toward extra payment, and it will be necessary for us to reject the bid as it is.

Please advise us if it would be possible to call for bids dropping Second Street from the project and retaining the 2 blocks on Broadway Street in order to bring the total cost under $20,000.

Sincerely yours,

John B N Leyen

John B. H. Leyen
Mayor

RECEIVED
JUL 12 1965
ENGINEER
COUNTY & CITY DIVISION

CK

NOTED
H. S. COX

NOTED
R. H. PRANGE

July 2, 1965

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Mrs. Orva Jean Cruise
City Recorder
City Hall
Rogue River, Oregon

NOTED
R. H. PRANGE

Dear Mrs. Cruise:

On June 29, the State Highway Commission opened bids on the Special City Allotment project on 2nd and Broadway Streets. The low bid was submitted by H. C. Lininger and Son, Inc. of Medford and the anticipated cost based on the bid is as follows:

Contractor's bid	$21,403.00
Anticipated additional items	100.00
	21,503.00
Engineering & contingencies (12½%)	2,687.88
Total Anticipated Cost	$24,190.88

Please reply in writing your rejection of this bid as indicated by your telephone call on July 1, 1965.

Very truly yours,

H. S. Cox
County and City Engineer

by

Richard Unrein
Field Engineer

NOTED
RICHARD UNREIN

RU:eb

Rejected by Comm.
Verbally 7-1-65

NOTED
V. R. JONES

Rogue River (2nd and Broadway Sts) Section

Grading and Paving

Revised → Estimate

6-1-65

No	Item	Quantity	Price	Amount
1	General Excavation, Unclassified	1560 cu Yds	1.50	2340 -
2	Watering	40 M-gals	4.00	160 -
3	3/4"-0 material in Base	470 cu Yds	4.25	1997 50
4	Stone Base	1270 cu Yds	4.00	5080 -
5	3/4"-0 material in Prime Coat	20 cu Yds	6.00	120 -
6	RC-250 Asphalt in Prime Coat	4 Tons	100.00	400 -
7	Class "B" Asphalt Concrete	680 Tons	10.00	6800 -
			Total	16,897 50
			Antic Bdol Items	
			Flagging	100.00
			Total	16,997 50
			12½ % Engr & Cont	2,124 69
			Total	19,122 19

NOTED
R.H. PRANGE

NOTED
H.S. COX

NOTED
John F. Hagemann

NOTED
P. B. Arensmeier

RECEIVED
JUN 1 - 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED

'65 SCA

NOTED
H. S. COX

Salem, Oregon
April 9, 1965

Special City Allotment Project (1965)
City of Rogue River

Mr. J. E. Morelock
O F F I C E

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

The Special City Allotment project data for the city of Rogue River on 2nd and Broadway Streets has been inspected and has been found to conform to the project as proposed by the city and approved by the Highway Commission.

H. S. Cox
County and City Engineer

ESC:mm

NOTED
V. R. JONES

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

RECEIVED
MAR 15 1965

FOR FILING

6669 Prefix 315-1(27) 14

Section ROGUE RIV. & BROADWAY ST. Highway CITY OF ROGUE RIVER County JACKSON

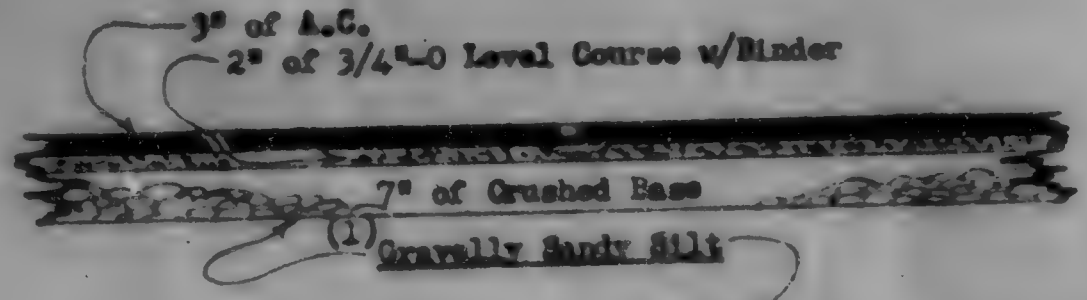
Res. Engr. H. B. Merrill Approx. Length 0.25 Miles. Sta. _____ to Sta. _____

Date 3-8-65

Truck A.D.T. 27 Traffic Coefficient 6.9 18 kip s.a. per day 19.0.

Annual Precipitation 31"± Frost Penetration - - - - - - - - - -.

(1)
Typical Soil
20 LL
0 PI
78 %P 10
45 %P200
21 %Gravel
16 %C Sand
18 %F Sand
37 %Silt
8 %Clay
45 "R" Value
(Corrected)



CBR Total Req.	Credit	Actual Thick.	
	6	3	A.C.
	2	2	Lev. Crse.
	7	7	Base
15	15	12	

AASHO CLASSIFICATION:
A-4 (2)

MATERIAL SOURCES:
To be determined by the Engineer.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

NOTED
LLOYD P. SHAW

Submitted by J. W. Yarbrough
Staff Assistant

Recommended by O. O. Stiles
Engineer of Materials

Recommended by A. L. Parker
Construction Engineer

Approved by Lloyd P. Shaw
Asst. State Highway Engineer

SECTION: SECOND ST., & BROADWAY ST.

HIGHWAY: CITY OF ROGUE RIVER

COUNTY: JACKSON

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 500 (Total)

B. Future ADT 850 (Total)

C. Mean ADT 675 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 8 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 4% x (C) 675 = 27

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 27 x (H) 100 % = 27

TRAFFIC COEFFICIENT = $K (I)^{0.119}$
where K = 4.669

= 6.9

SECTION: SECOND ST., & BROADWAY ST.

HIGHWAY: CITY OF ROGUE RIVER

COUNTY: JACKSON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - see remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A. C. or Oil
7. Stage Construction: See remarks and item 11
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not applicable
10. Stimulation of Competition: See item 11 and remarks
11. Construction Consideration: Anticipated future widening
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A. C.
13. Traffic Safety: See item 12 and remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Available material is suitable for this type construction.

CONCLUSION AND REMARKS:

State participation is to prepare plans, specifications and estimates for grading and paving. State contract will be for two 10' travel lanes and either 2' or 4' shoulders.

City will widen to two 12' travel lanes with 9' shoulders and paved approaches.

1965 5211

NOTED
DON HARWELL

NOTED
P. B. Ar[illegible]

SCENE FROM ROGUE RIVER BRIDGE

CITY OF ROGUE RIVER, OREGON

February 25, 1965

NOTED
R. M. ALLISON

NOTED
R. M. ALLISON

State Highway Department
Resident Engineer
301 S.W. Bridge
Grants Pass, Oregon

NOTED
R. H. PRANGE

Dear Sir:

The City of Rogue River is in receipt of a letter from the State Highway Department authorizing a Special City Allotment project here, and this is sincerely appreciated by the community.

We understand that you will receive bids on this project and that the city must pay any costs in excess of $20,000.

Due to the fact that we have had some unforeseen expenditures, besides those resulting from the flood, our financial situation is very limited, and we have no money available for this situation. Therefore, the city would like to ask that bids be kept within the $20,000 limitation if at all possible.

Sincerely yours,

John B H Leyen

John B. H. Leyen
Mayor

RECEIVED
MAR - 1 [illegible]
ENGINEER
[illegible] CITY DIV.

RECEIVED
FEB 26 1965
FOR FILING
315-1717
6669

Prefix No. 315-1457

LOCATION PROSPECTUS
SECOND STREET AND BROADWAY STREET SECTION
CITY OF ROGUE RIVER
JACKSON COUNTY

STREET: Second Street and Broadway Street, city of Rogue River. Not on State or Federal Highway System.

TERMINI: The westerly end is at the intersection of Oak Street and Second Street. The southerly end is at the intersection of Broadway and Main Streets. The route traverses east on Second Street and south on Broadway.

LENGTH: 0.25 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. The City anticipates future widening of our proposed project with City forces. At the present time this project will be constructed in stages. Stage One, State contract, on minimum standards will get traffic moving. Stage Two to be done by City forces, will widen the project to two 12-foot lanes with 9-foot gravel shoulders and paved driveway approaches. This project will be constructed with 1965 Special Allotment Funds.

TYPICAL SECTION: Two 10-foot travel lanes, 2-foot shoulders on Second Street and 4-foot shoulders on Broadway Street.

BASE: The tentative design for construction is:

Paving	3" A.C.
Top Course Base	2" Leveling
Bottom Course Base	12" Coarse Base
Total Depth	17"

MATERIAL: Local or commercial sources.

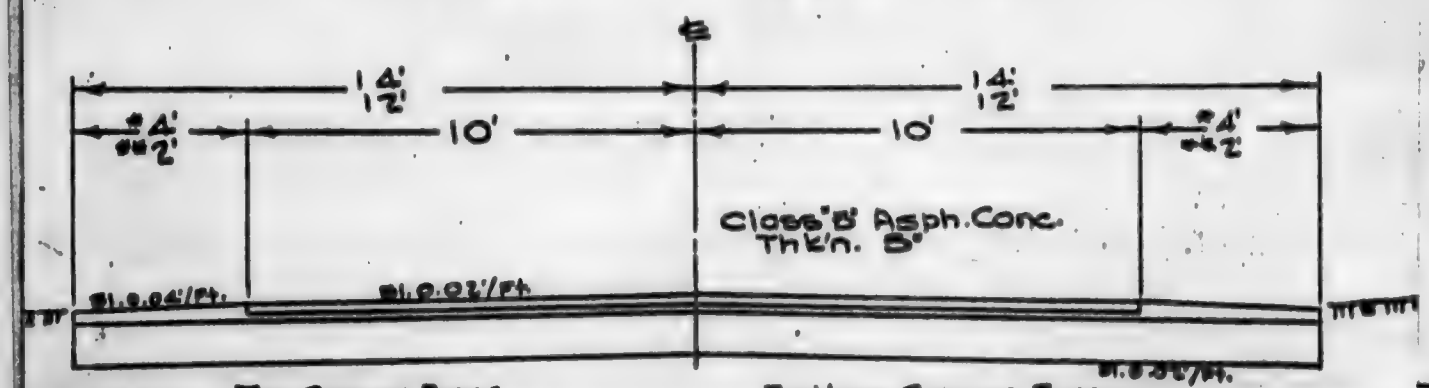
ADDITIONAL FACILITIES: No railroads or major streams. The City will adjust water and sewer mains, etc. A disposal area will be located by the City for excavated material.

AGREEMENTS: Routine negotiations for Special City Allotment project NOTED TOM EDWARDS

February 23, 1965
Attachment

cc: Forrest Cooper
L. P. Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
I. D. Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston(2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F.W. Yarbrough (2)
L. H. Young

TYPICAL SECTION



Top Course Base
Comp. Thk'n. { Under Pvmt. 2" / On Shldrs. Max 8"

Bottom Course Base
Comp. Thk'n. 12"

CITY OF ROGUE RIVER
* BROADWAY - 1000'
** 2nd STREET 510'

ROGUE RIVER

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 500

Scale in Feet

November 1960

Apr 1965

January 28, 1965

Mrs. Orva Jean Cruise
City Recorder
City Hall
Rogue River, Oregon

NOTED
DON HARWELL

Dear Mrs. Cruise:

On January 27, 1965, the State Highway Commission approved the City's request for a Special City Allotment project on 2nd Street from Oak Street to Broadway and Broadway from 2nd Street to Main Street to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis that the City would pay all costs, if any, in excess of $20,000.

You will be contacted in the near future concerning construction details.

Very truly yours,

Forrest Cooper
State Highway Engineer

by
R M Allison
for
H. S. Cox
County and City Engineer

HSA:eb

SCENE FROM ROGUE RIVER BRIDGE

CITY OF ROGUE RIVER, OREGON

March 26, 1964

NOTED
R. M. ALLISON

NOTED
F. S. Arensmeier

NOTED
R. H. PRANGE

NOTED
DON HARWELL

RECEIVED
MAR 27 1964
ENGINEER
COUNTY & CITY DIVISION

Robert M. Allison
Field Engineer
County & City Division
403 State Highway Building
Salem, Oregon 97310

Dear Mr. Allison:

Following your conversation with our Mr. Hilger the other day, he directed your card to the City Recorder's office with the request that we write you as to what the City of Rogue River would like to have done under your 1965 Special City Allotment fund program.

Due to a school condemnation, Rogue River was forced to maintain a double shift at school for an approximate nine month period during 1959-60-61 while a new building was being completed. During this time, the school buses used Broadway quite extensively.

There is a surprisingly large amount of traffic using Broadway now, including freight trucks, produce trucks, and light commercial vehicles.

The street has been breaking up for several years, and the city is not financially able to pave it.

Our letter of March 19 to Mr. Cox gave the status of sewer and gas line plans and requested the Highway Department to consider paving a 20' center strip through Broadway, leaving the sides to be graded and gravelled until such time as the gas mains are laid and the sewer problem is settled. One block of Second Street was also included in the paving request.

Sincerely yours,

John B. H. Leyen

John B. H. Leyen
Mayor

Forms were received 3/20/64

FORM S-100

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PRIDLEY, MEMBER
WASCO
DAVID S. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
R. M. ALLISON

NOTED
DON HARWELL

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 23, 1964

NOTED
H. S. COX

NOTED
P. B. Arensmeier

Mrs. Orva Jean Cruise
~~City~~ Recorder
P. O. Box Q
Rogue River, Oregon

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Dear Mrs. Cruise:

This is to acknowledge receipt of a resolution adopted by the City of Rogue River requesting aid from the annual $250,000 Special City Allotment fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1965 program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By H. S. Cox
H. S. Cox
County and City Engineer

mm

SCENE FROM ROGUE RIVER BRIDGE

CITY OF ROGUE RIVER, OREGON

March 19, 1964

RECEIVED
MAR 20 1964
ENGINEER
COUNTY & CITY DIVISION

H. S. Cox
County and City Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Enclosed find a resolution requesting street aid under the Special City Allotment fund in your 1965 program.

As was discussed with your representative last year, there is need of a sewer system in Rogue River, and also the natural gas line is expected to be installed this summer. Plans toward a sewer system were turned down a few years ago, and there are no immediate plans in that direction. We do understand your hesitance in paving streets just to have them torn up again.

The plan we would like to present is this: would the State pave a 20' strip through the center of Broadway for vehicular travel, leaving the sides to be graded and gravelled until such time as the sewer question is settled? This would leave space for laying of mains.

Broadway Street is in very poor condition, having broken up badly during the past few years, and it is one of the main traveled roads under city jurisdiction. The street will not hold patching, and the city is financially unable to pave it. We would greatly appreciate your careful consideration of this request.

Sincerely yours,

Erva Jean Cruise

Mrs. Erva Jean Cruise
City Recorder

3.12-64

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Rogue River is an incorporated city of the State of Oregon and has a population of 530 as given by the latest official census; and

WHEREAS, the following streets of said city, Broadway Street from Main to 2nd and 2nd Street from Broadway to Oak. (20' strip through center of Broadway, sides to be left for grading and gravel)

RECEIVED
MAR 20 1964
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Rogue River does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate John B. R. Leven as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 12 day of March, 1964.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Rogue River at a regular or special meeting of said Council, held on the 12 day of March, 1964, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 17 day of March, 1964.

Orva Jean Cruise
City Recorder

SIGNED ROUTES

INTERSTATE 0

U.S. 00

ORE. 00

LEGEND

Post Office

Public Bldg.
cv – City Hall
cv Court House
a – Armory
L – Library

R. R. Depot

Street open for travel

Street dedicated but not open.

City Limits

ROGUE RIVER

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 520

Scale in Feet

November 1962

SCENE FROM ROGUE RIVER BRIDGE

CITY OF ROGUE RIVER, OREGON
P.O. Box Q
February 4, 1964

NOTED
DON HARWELL

NOTED
R. M. ALLISON

H. S. Cox
Engineer
County and City Division
% State Highway Department
Salem, Oregon

Dear Sir:

Please mail the City of Rogue River application forms to apply for aid from state highway funds under ORS 366.805.

Sincerely yours,

Irva Jean Cruise

Mrs. Irva Jean Cruise
City Recorder

Forms Sent
2-6-64

RECEIVED
FEB 5 1964
ENGINEER
COUNTY & CITY DIVISION

S-SU 47(9) Antelope Cr.-Medford Sec., Crater Lake Hwy. (Grad., pav., & sign.) 1966

#6670 [redacted]

C4A 2863
2895
2930
2

RECEIVED
OCT 27 1970

FOR FILING
S-511-11(9)
(1)70

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 22, 1970

To:

Mr. L. I. Lindas
Chief Counsel
BUILDING

SUBJECT: Antelope Creek -Medford Section
Gravel Source
Contract No. 6670

ATTENTION: Mr. G. E. Rohde

NOTED
A. E. JOHNSON

In accordance with your September 18 letter and our discussion in my office earlier this week, we return herewith the material we have collected regarding the Tou Velle material source used on this project. This material consists of: Const Contr Comp.

1. The Construction Section file which you had previously and which includes all the material listed chronologically on the three-page tabulation which we have prepared. We have not made duplicate copies of all this file as we understand you will probably be releasing only parts of it.

2. Duplicate copies of items submitted by the Roseburg Region Office which compared their file with the chronological list referred to in No. 1 above. This Region Office material has also been summarized on a separate list.

3. As you requested, we have reviewed the project diaries for the early months of the job and submit herewith copies of entries referring to the gravel bar which were found in the February, 1966 diaries (5 sheets).

We have reviewed all our files and also the General File for the subject project. We note that a February 11, 1966 diary entry by W. W. Robertson mentions that Fred Barnes had visited the area. At that time, Mr. Barnes worked in the Hydraulics Section which is now included in "Preliminary Studies" in the Program and Planning Section under L. H. Young. If you have not already done so, you may wish to have Mr. Young review their files also.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

RECEIVED
OCT 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JABfw
Enc.
cc: A. E. Johnson
J. B. Boyd

RECEIVED
AUG 20 1969
FOR FILING

S-SU-47(9)
6670

August 20, 1969

Kelly & Grant
1005 East Main Street
Medford, Oregon 97501

Attention: Mr. Bernard P. Kelly

Gentlemen:

Enclosed is a certified copy of Contract and Bond No. 6670 awarded to Warren Northwest for work on the Crater Lake Highway. Also enclosed is a copy of our Standard Specifications which were in effect during the life of Contract 6670.

The charge for preparing the copy of the contract consisting of 72 pages is $7.20. The charge for the Standard Specifications is $2.50. Your remittance for the total of these two will be appreciated.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:or
Enclosures

BERNARD P. KELLY
ROBERT H. GRANT

LAW OFFICES OF
KELLY & GRANT
THE MALL BUILDING
1005 EAST MAIN STREET
MEDFORD, OREGON
773-6471

August 18, 1969

Oregon State Highway Department
Highway Building
Salem Oregon 97310

Attention: C. W. Head, Assistant Secretary

Re: Warren Northwest, Contract No. 6670

Gentlemen:

In late June, 1969, you furnished to us, through our investigator, Mr. R. L. Van Sickle, of Medford, a certified copy of the contract and bond covering Warren Northwest, Contract No. 6670, for grading, paving and signing of the Antelope Creek-Medford Section on the Crater Lake Highway in Jackson County, and you also furnished us through Mr. Van Sickle, a copy of your Standard Specification (Your Invoice No. 99033.

We have mislaid these items, and rather than waste time searching for them, we would appreciate it if you could furnish us an additional copy of each. We will be glad to forward a check covering these items promptly upon receipt of your statement therefor.

Thank you in advance for your prompt attention to this matter.

Very truly yours,

KELLY & GRANT

Bernard P. Kelly dg

By BERNARD P. KELLY

BPK:dg

RECEIVED
AUG 19 1969
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 16 1968

FROHNMAYER, LOWRY & DEATHERAGE
ATTORNEYS AT LAW
GODLEY THEATRE BUILDING
39 SOUTH CENTRAL
MEDFORD, OREGON 97501

TELEPHONE
AREA CODE 503
773-8425

OTTO J. FROHNMAYER
PHILIP B. LOWRY
W. V. DEATHERAGE
L. A. MERRYMAN

S-511-47(9)

6670

January 11, 1968

Contract 6670

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State of Oregon
Salem, Oregon 97310

Dear Mr. Query:

This will acknowledge and thank you for your letter of January 10, 1968.

The compromise and settlement also applies to the claim letter dated March 3, 1967 which we filed on behalf of our client, T. R. Florey Asphalt Company, for equipment rental and wages in the amount of $11,176.36. All claims of every kind and nature between Warren Northwest and T. R. Florey Asphalt Company were compromised and settled.

Yours very truly,

FROHNMAYER, LOWRY & DEATHERAGE

By Otto J. Frohnmayer

OJF:gh

cc: Federal Insurance Company
Ward Cook-Rodgers Ins. Co., Inc.
Warren Northwest
Paul Meyer

cc

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

RECEIVED
JAN 15 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 10 1968
FOR FILING
S-SLL-47(9)
6670

January 10, 1968

Frohnmayer, Lowry and Deatherage
Attorneys at Law
Cooley Theatre Building
Medford, Oregon 97501

Attention: Mr. Otto J. Frohnmayer

Gentlemen:

Thank you for your letter of December 29 advising us that T. R. Florey's claims against Warren Northwest have been compromised and settled.

Our records indicate that this was in connection with the Warren Northwest, a Division of Warren Bros. Company, Contract No. 6670 for grading, paving, and signing on the Antelope Creek-Medford Section of the Crater Lake Highway in Jackson County.

These claims were for paving in the amount of $5,034.90 and for equipment rental and labor in the amount of $6,011.55.

We will advise the surety and the principal contractor of the receipt of your letter.

Does this compromise and settlement apply to the claim letter dated March 3, 1967, which you filed on behalf of your client, T. R. Florey Asphalt Company, for equipment rental and wages in the amount of $11,176.36?

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Federal Insurance Company
Ward Cook-Rodgers Ins. Co., Inc.
Warren Northwest

Commissioners

CWH:fkn

NOTED ON CARD
1-10-68

FROHNMAYER, LOWRY & DEATHERAGE
ATTORNEYS AT LAW
COOLEY THEATRE BUILDING
39 SOUTH CENTRAL
MEDFORD, OREGON 97501

OTTO J. FROHNMAYER
PHILIP S. LOWRY
W. V. DEATHERAGE
L. A. MERRYMAN

TELEPHONE
AREA CODE 503
772-8425

December 29, 1967

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Re: Warren Northwest - Florey Claim

Dear Mr. Query:

Please be advised that the liens filed in your office by us on behalf of T. R. Florey against Warren Northwest and others receipt of which liens were acknowledged by you on September 5, 1967 and September 28, 1967 have been compromised and settled by Mr. Florey and Warren Northwest.

We will appreciate if you will make appropriate notation in your files to show such compromise and settlement.

We are having Mr. Florey approve this letter.

APPROVED:

T. R. Florey

TRF:gh
cc: Kobin & Meyer
Warren Northwest
Federal Insurance Company

NOTED
FLOYD QUERY

RECEIVED
JAN - 5 1968
OREGON
STATE HIGHWAY COMMISSION

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILD, MEMBER
HEPPNER

RECEIVED
OCT 1 - 1967
For Claim No. 4334

FILED
SEP 29 1967
CLAY MYERS
SECRETARY OF STATE
S-SU-47(6)
6670

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
SEP 29 1 05 PM '67
CLAY MYERS
SECRETARY OF STATE

September 28, 1967

Frohnmayer, Lowry & Deatherage
Attorneys at Law
Cooley Theatre Building
Medford, Oregon 97501

Attention: Mr. Otto J. Frohnmayer

NOTED ON CARD
WLW

Gentlemen:

This is to acknowledge receipt of your letter of September 26, attached Notice of Claim, and Exhibit A, of your client, T. R. Florey, for equipment rental and labor in the amount of $6,011.55.

The claim states this is in connection with the Warren Northwest, a Division of Warren Brothers Company, Contract No. 6670 for grading, paving, and signing on the Antelope Creek-Medford Section of the Crater Lake Highway in Jackson County.

The Federal Insurance Company through Ward Cook-Rodgers Insurance Company, Inc., 534 S. W. 3rd Avenue, Portland, furnished the performance bond on this contract. We will notify them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please inform this office when your client's claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Assistant Secretary

CWH:flm
cc Federal Insurance Company
Ward Cook-Rodgers Ins. Co., Inc.
Warren Northwest, A Div. of Warren Bros. Co.
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed letter.

RECEIVED
OCT 3 1967
OREGON
STATE HIGHWAY COMMISSION

FROHNMAYER, LOWRY & DEATHERAGE
ATTORNEYS AT LAW
COOLEY THEATRE BUILDING
39 SOUTH CENTRAL
MEDFORD, OREGON 97501

OTTO J. FROHNMAYER
PHILIP E. LOWRY
W. V. DEATHERAGE
L. A. MERRYMAN

TELEPHONE
AREA CODE 503
773-6425

September 26, 1967

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: County Jackson, Highway Crater Lake, Section Antelope Creek-Medford, Kind of work grading, paving and signing Contract no. 6670, Contractor Warren Northwest, a division of Warren Brothers Company, Date of Award 8/17/65, Specified Completion Date 8/31/66

Dear Sir:

Enclosed you will find notice of claim of T. R. Florey in connection with paving done on the above project against Warren Northwest which is being filed pursuant to ORS 279.526 et seq. Please file the same pursuant to ORS 279.528.

We will appreciate your acknowledgment of this claim.

Yours very truly,

FROHNMAYER, LOWRY & DEATHERAGE

By Otto J. Frohnmayer

OJF:dk

Encl.

cc: Warren Northwest
Federal Insurance Company
Kobin & Meyer
T. R. Florey

RECEIVED
SEP 28 1967
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM FILED PURSUANT TO ORS 279.526 ET SEQ

T. R. FLOREY, General Contractor, P. O. Box 1032, Medford, Oregon vs. WARREN NORTHWEST, a Division of Warren Brothers Company, a Delaware corporation, P. O. Box 20337, Portland, Oregon 97220	County- Jackson Highway - Crater Lake Section - Antelope Creek-Medford Kind of work - grading, paving and signing Contract No. 6670 Contractor - Warren Northwest, a division of Warren Brothers Company Date of Award - 8/17/65 Specified Completion Date -8/31/66

TO THE STATE OF OREGON BY AND THROUGH ITS STATE HIGHWAY COMMISSION:

Notice hereby is given that the undersigned T. R. Florey, general contractor, has a claim under an agreement between claimant and Warren Northwest, a division of Warren Brothers Company, a Delaware corporation, entered into on or about September 15, 1966 for the rental of certain equipment at the agreed and reasonable hourly rates set forth, as follows:

Caterpillar grader 112 blade @ $4.00 per hour,

Buffalo Springfield 8-T tandem roller @ $4.25 per hour,

3 Ford dump trucks @ $3.00 per hour for each truck,

Ford tractor with drag scraper @ $3.70 per hour.

Under the said agreement claimant agreed to maintain the equipment and Warren Northwest agreed to furnish the operators for the equipment. However, the agreement was subsequently modified and it was agreed between the parties that claimant should also furnish the operators for said equipment at the following hourly agreed and reasonable rates:

Caterpillar grader operator @ $5.27 per hour,

Roller operator @ $4.69 per hour,

Dump truck operator @$4.33 per hour each,

Ford tractor operator @ $5.17 per hour,

plus 22 per cent thereof to cover payroll taxes.

In addition Warren Northwest requested claimant under said agreement to furnish common labor in the performance of its contract with the state of Oregon hereinafter mentioned at the agreed and reasonable sum of $4.00 per hour per man, plus twenty-two per

cent thereof to cover payroll taxes. Warren Northwest also agreed to pay claimant under said agreement between Warren Northwest and claimant fifteen per cent of the foregoing items to cover overhead of claimant.

The amount of this claim is $6,011.55 and this claim is against the bond taken from Warren Northwest, a division of Warren Brothers Company, a Delaware corporation, as principal, and Federal Insurance Company, a New Jersey corporation, as surety for the work of grading, paving and signing under contract dated August 17, 1965 with the state of Oregon by and through its State Highway Commission no. 6670 of County Jackson, Highway Crater Lake, Section Antelope Creek-Medford.

Attached to this notice, marked Exhibit A and made a part hereof is a statement setting forth the detail of the amount claimant claims to be due him pursuant to said agreement above set forth between claimant and Warren Northwest.

Dated September 26, 1967.

T. R. Florey, General Contractor

STATE OF OREGON)
) ss.
County of Jackson)

I, T. R. Florey, being first duly sworn, on oath say that I am the claimant named in the foregoing claim; that I have heard the same read, and know the contents thereof, and believe the same to be true.

Subscribed and sworn to before me this 26th day of September, 1967.

Notary Public for Oregon
My commission expires 11/4/70

EXHIBIT A TO LIEN OF T. R. FLOREY V. WARREN NORTHWEST

Rental of Equipment and Labor

Oregon State Highway Project #6670

Date	Type of Equipment	Equipment Hours	Operator	Operator Hours	Amount
9/16/66	112 Cat. Grader	7	Arthur Stinson	7	
9/20/66	" " "	7	" "	7	
9/23/66	" " "	8	" "	8	
9/26/66	" " "	8	" "	8	
9/27/66	" " "	8	" "	8	
9/28/66	" " "	8	" "	8	
10/3/66	" " "	3	" "	3	
10/4/66	" " "	8	" "	8	
10/5/66	" " "	5	" "	5	
10/6/66	" " "	8	" "	8	
10/7/66	" " "	2	" "	2	
10/10/66	" " "	4	" "	4	
10/12/66	" " "	3	" "	3	
10/13/66	" " "	2	" "	2	
10/14/66	" " "	2	" "	2	
10/17/66	" " "	5½	" "	5½	
10/18/66	" " "	5½	" "	5½	
10/19/66	" " "	3½	" "	3½	
10/20/66	" " "	8	" "	8	
11/1/66	" " "	8	" "	8	
Total		113½		113½	
Grader operator 113½ hours at $5.27 per hour -					598.15
Grader rental 113½ hours at $4.00 per hour -					454.00
9/15/66	Roller	7	Raymond Stinson	7	
9/16/66	"	7	" "	7	
9/20/66	"	7	" "	7	
9/23/66	"	8	" "	8	
9/26/66	"	8	" "	8	
9/27/66	"	8	" "	8	
9/28/66	"	8	" "	8	
10/3/66	"	2	" "	2	
10/4/66	"	8	" "	8	
10/5/66	"	5	" "	5	
10/6/66	"	8	" "	8	
10/7/66	"	3	" "	3	
10/11/66	"	4	" "	4	
10/12/66	"	4	" "	4	
10/13/66	"	3	" "	3	
10/14/66	"	4	" "	4	
10/17/66	"	5½	" "	5½	
10/18/66	"	5½	" "	5½	
10/19/66	"	4	" "	4	
10/20/66	"	8	" "	8	
Total		117		117	
Roller Operator 117 hours at $4.69 per hour -					548.73
Roller rental 117 hours at $4.25 per hour -					497.25

Date	Type of Equipment	Equipment Hours	Operator	Operator Hours	Amount
9/16/66	3 Dump Trucks	7	Daniel Wynn	7	
	" "	7	Gerald Wynn	7	
	" "	7	Elmer Harris	7	
9/20/66	" "	7	Daniel Wynn	7	
	" "	7	Gerald Wynn	7	
	" "	7	Elmer Harris	7	
9/23/66	" "	7	Daniel Wynn	7	
	" "	7	Gerald Wynn	7	
	" "	7	Elmer Harris	7	
9/26/66	" "	8	Daniel Wynn	8	
	" "	8	Gerald Wynn	8	
	" "	8	Elmer Harris	8	
9/27/66	" "	8	Daniel Wynn	8	
	" "	8	Gerald Wynn	8	
	" "	8	Elmer Harris	8	
9/28/66	" "	8	Daniel Wynn	8	
	" "	8	Gerald Wynn	8	
	" "	8	Elmer Harris	8	
10/4/66	" "	8	Daniel Wynn	8	
	" "	8	Gerald Wynn	8	
	" "	8	Elmer Harris	8	
10/5/66	" "	5	Daniel Wynn	5	
	" "	5	Gerald Wynn	5	
	" "	5	Elmer Harris	5	
10/6/66	" "	8	Daniel Wynn	8	
	" "	8	Gerald Wynn	8	
	" "	8	Elmer Harris	8	
10/10/66	" "	4	Daniel Wynn	4	
	" "	4	Gerald Wynn	4	
	" "	4	Elmer Harris	4	
10/12/66	" "	4	Daniel Wynn	4	
	" "	4	Gerald Wynn	4	
	" "	4	Elmer Harris	4	
10/13/66	" "	6	Daniel Wynn	6	
	" "	6	Gerald Wynn	6	
	" "	6	Elmer Harris	6	
10/17/66	" "	5½	Daniel Wynn	5½	
	" "	5½	Gerald Wynn	5½	
	" "	5½	Elmer Harris	5½	
10/18/66	" "	5½	Daniel Wynn	5½	
	" "	5½	Gerald Wynn	5½	
	" "	5½	Elmer Harris	5½	
10/19/66	" "	3½	Daniel Wynn	3½	
	" "	3½	Gerald Wynn	3½	
	" "	3½	Elmer Harris	3½	
10/20/66	" "	8	Daniel Wynn	8	
	" "	8	Gerald Wynn	8	
	" "	8	Elmer Harris	8	
11/1/66	" "	4	Daniel Wynn	4	
	" "	4	Gerald Wynn	4	
	" "	4	Elmer Harris	4	
Total		319½		319½	

3 Dump Trucks Operators 319½ hours at $4.33 - 1,383.44

3 Dump Trucks 319½ hours at $3.00 - 958.50

Between November 1, 1966 and December 16 1966 - one 5-yard Dump truck 119 hours at $3.00 per hour 357.00

Date	Type of Equipment	Equipment Hours	Operator	Operator Hours	Amount
9/16/66	Tractor	7	George H. Adao	7	
9/20/66	"	7	"	7	
9/23/66	"	8	"	8	
9/26/66	"	8	"	8	
9/27/66	"	8	"	8	
9/28/66	"	8	"	8	
10/3/66	"	2	"	2	
10/4/66	"	6	"	6	
10/5/66	"	5	"	5	
10/6/66	"	8	"	8	
10/7/66	"	8	"	8	
10/11/66	"	4	"	4	
10/12/66	"	5	"	5	
10/13/66	"	3	"	3	
10/14/66	"	4	"	4	
10/17/66	"	8½	"	8½	
10/18/66	"	5½	"	5½	
10/19/66	"	3½	"	3½	
10/20/66	"	8	"	8	
Total		116½		116½	

Tractor Operator 116½ hours at $5.17 per hour - 602.31

Tractor Rental 116½ hours at $3.70 per hour - 431.05

Date	Type of Equipment	Equipment Hours	Operator	Operator Hours	Amount
9/16/66	Tractor	7	George H. Adao	7	
9/20/66	"	7	" "	7	
9/23/66	"	8	" "	8	
9/26/66	"	8	" "	8	
9/27/66	"	8	" "	8	
9/28/66	"	8	" "	8	
10/3/66	"	2	" "	2	
10/4/66	"	6	" "	6	
10/5/66	"	5	" "	5	
10/6/66	"	8	" "	8	
10/7/66	"	8	" "	8	
10/11/66	"	4	" "	4	
10/12/66	"	5	" "	5	
10/13/66	"	3	" "	3	
10/14/66	"	4	" "	4	
10/17/66	"	8½	" "	8½	
10/18/66	"	5½	" "	5½	
10/19/66	"	3½	" "	3½	
10/20/66	"	8	" "	8	
Total		116½		116½	

Tractor Operator 116½ hours at $5.17 per hour - 602.31

Tractor Rental 116½ hours at $3.70 per hour - 431.05

Common Labor

Date	Name	Hours at $4.33 p.h.	Amount
9/16/66	W. R. Florey, foreman	7	30.31
	Arthur Stinson	1	4.33
	Raymond Stinson	1	4.33
	Daniel Wynn	1	4.33
	Gerald Wynn	1	4.33
	George Adao	1	4.33
9/20/66	W. R. Florey, foreman	7	30.31
	Raymond Stinson	1	4.33
	George Adao	1	4.33
9/27/66	W. R. Florey, foreman	1	4.33
	Arthur Stinson	1	4.33
	Raymond Stinson	1	4.33
	Daniel Wynn	1	4.33
	Gerald Wynn	1	4.33
	George Adao	1	4.33
9/22/66	W. R. Florey, foreman	1	4.33
	Arthur Stinson	1	4.33
	Raymond Stinson	1	4.33
	Daniel Wynn	1	4.33
	Gerald Wynn	1	4.33
	George Adao	1	4.33
9/23/66	W. R. Florey, foreman	8	34.64
	Daniel Wynn	1	4.33
	Gerald Wynn	1	4.33
	Elmer Harris	1	4.33
9/26/66	W. R. Florey, foreman	8	34.64
	Elmer Harris	1	4.33
9/27/66	W. R. Florey, foreman	8	34.64
9/28/66	W. R. Florey, foreman	8	34.64
10/3/66	W. R. Florey, foreman	3	12.99
	Arthur Stinson	1	4.33
	Raymond Stinson	2	8.66
10/4/66	W. R. Florey, foreman	8	34.64
	George Adao	2	8.66
10/5/66	W. R. Florey, foreman	3	12.99
	Walter Stockton	3	12.99
10/6/66	W. R. Florey, foreman	8	34.64
	George Adao	1	4.33
	Walter Stockton	8	34.64
10/11/66	W. R. Florey, foreman	4	17.32
	Arthur Stinson	8	34.64
	Raymond Stinson	4	17.32
	Elmer Harris	3	12.99
	Daniel Wynn	3	12.99
	Gerald Wynn	3	12.99
	Lloyd Short	4	17.32
10/12/66	W. R. Florey, foreman	5	21.65
10/13/66	W. R. Florey, foreman	3	12.99
	Lloyd Short	3	12.99
10/14/66	W. R. Florey, foreman	4	17.32
10/17/66	W. R. Florey, foreman	5	21.65
	Lloyd Short	3	12.99
	Robert Mattson	3	12.99
10/18/66	W. R. Florey, foreman	5	21.65
	Lloyd Short	3	12.99
	Robert Mattson	3	12.99
10/19/66	W. R. Florey, foreman	4	17.32
10/20/66	W. R. Florey, foreman	8	34.64
	Lloyd Short	8	34.64
	Robert Mattson	8	34.64
11/2/66	Robert Canty	8	34.64
TOTAL		210	$ 909.30

9/16/66	W. R. Florey, foreman	7	30.31
	Arthur Stinson	1	4.33
	Raymond Stinson	1	4.33
	Daniel Wynn	1	4.33
	Gerald Wynn	1	4.33
	George Adao	1	4.33
9/20/66	W. R. Florey, foreman	7	30.31
	Raymond Stinson	1	4.33
	George Adao	1	4.33
9/27/66	W. R. Florey, foreman	1	4.33
	Arthur Stinson	1	4.33
	Raymond Stinson	1	4.33
	Daniel Wynn	1	4.33
	Gerald Wynn	1	4.33
	George Adao	1	4.33
9/22/66	W. R. Florey, foreman	1	4.33
	Arthur Stinson	1	4.33
	Raymond Stinson	1	4.33
	Daniel Wynn	1	4.33
	Gerald Wynn	1	4.33
	George Adao	1	4.33
9/23/66	W. R. Florey, foreman	8	34.64
	Daniel Wynn	1	4.33
	Gerald Wynn	1	4.33
	Elmer Harris	1	4.33
9/26/66	W. R. Florey, foreman	8	34.64
	Elmer Harris	1	4.33
9/27/66	W. R. Florey, foreman	8	34.64
9/28/66	W. R. Florey, foreman	8	34.64
10/3/66	W. R. Florey, foreman	3	12.99
	Arthur Stinson	1	4.33
	Raymond Stinson	2	8.66
10/4/66	W. R. Florey, foreman	8	34.64
	George Adao	2	8.66
10/5/66	W. R. Florey, foreman	3	12.99
	Walter Stockton	3	12.99
10/6/66	W. R. Florey, foreman	8	34.64
	George Adao	1	4.33
	Walter Stockton	8	34.64
10/11/66	W. R. Florey, foreman	4	17.32
	Arthur Stinson	8	34.64
	Raymond Stinson	4	17.32
	Elmer Harris	3	12.99
	Daniel Wynn	3	12.99
	Gerald Wynn	3	12.99
	Lloyd Short	4	17.32
10/12/66	W. R. Florey, foreman	5	21.65
10/13/66	W. R. Florey, foreman	3	12.99
	Lloyd Short	3	12.99
10/14/66	W. R. Florey, foreman	4	17.32
10/17/66	W. R. Florey, foreman	5	21.65
	Lloyd Short	3	12.99
	Robert Mattson	3	12.99
10/18/66	W. R. Florey, foreman	5	21.65
	Lloyd Short	3	12.99
	Robert Mattson	3	12.99
10/19/66	W. R. Florey, foreman	4	17.32
10/20/66	W. R. Florey, foreman	8	34.64
	Lloyd Short	8	34.64
	Robert Mattson	8	34.64
11/2/66	Robert Canty	8	34.64
TOTAL		210	$ 909.30

RECAPITULATION

Equipment	Rental	Total
Grader	454.00	
Roller	497.25	
3 Dump trucks	958.50	
1 Dump truck	357.00	
Tractor	431.05	
	2,697.80	
15% for overhead	404.67	
	3,102.47	
Payment 10/20/66	975.45	2,127.02

Equipment	Operator Labor	
Grader	598.15	
Roller	548.73	
3 Dump trucks	1,383.44	
Tractor	602.31	
Common labor	909.30	
	4,041.93	
22% of labor payroll tax	889.23	
	4,931.16	
15% for overhead	739.67	
	5,670.83	
Payment 12/19/66	1,786.30	3,884.53
		$ 6,011.55

RECEIVED
SEP 23 19?
OLSON

RECAPITULATION

Equipment	Rental	Total
Grader	454.00	
Roller	497.25	
3 Dump trucks	958.50	
1 Dump truck	357.00	
Tractor	431.05	
	2,697.80	
15% for overhead	404.67	
	3,102.47	
Payment 10/20/66	975.45	2,127.02

Equipment	Operator Labor	
Grader	598.15	
Roller	548.73	
3 Dump trucks	1,383.44	
Tractor	602.31	
Common labor	909.30	
	4,041.93	
22% of labor payroll tax	889.23	
	4,931.16	
15% for overhead	739.67	
	5,670.83	
Payment 12/19/66	1,786.30	3,884.53
		$ 6,011.55

RECEIVED
SEP 28 1967

RECEIVED
SEP 11 1967
OREGON
STATE HIGHWAY COMMISSIONERS
GRENSTED JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
FOR FILING
FRED W. HILL, MEMBER
HELIX

Claim File No. 4284

FILED
SEP 6 1967
CLAY MYERS
SECRETARY OF STATE

S-511-47(9)

6670

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
SEP 6 9 07 AM '67
CLAY MYERS
SECRETARY OF STATE

September 5, 1967

Frohnmayer, Lowry & Deatherage
Attorneys at Law
Cooley Theatre Building
Medford, Oregon 97501

Attention: Mr. Otto J. Frohnmayer

Gentlemen:

This morning we received your claim in the amount of $5,034.90 in behalf of T. A. Florey, general contractor, against Warren Northwest for paving on Contract No. 6670 on the Antelope Creek-Medford Section of the Crater Lake Highway in Jackson County.

We note that on March 3, 1967, you filed a claim for T. A. Florey Asphalt Company against this contract in the amount of $11,176.36.

This most recent claim will be filed with the Secretary of State. We will also notify the contractor and the surety that it has been received. When the claim has been satisfied, please let us know.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

NOTE ON CARD
wlw

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm
cc Warren Northwest
Federal Insurance Company
Hon. Clay Myers - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

RECEIVED
SEP 11 1967
OREGON
STATE HIGHWAY COMMISSION

FROHNMAYER, LOWRY & DEATHERAGE
ATTORNEYS AT LAW
COOLEY THEATRE BUILDING
39 SOUTH CENTRAL
MEDFORD, OREGON 97501

OTTO J. FROHNMAYER
PHILIP B. LOWRY
W. V. DEATHERAGE
L. A. MERRYMAN

TELEPHONE
AREA CODE 503
773-8425

September 2, 1967

Mr. Flyod Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: County Jackson, Highway Crater Lake, Section Antelope Creek-Medford, Kind of Work grading, paving and signing Contract No. 6670, Contractor Warren Northwest, a division of Warren Brothers Company, Date of Award 8/17/65, Specified Completion Date 8/31/66

Dear Sir:

Enclosed you will find notice of claim of T. R. Florey in connection with paving done on the above project against Warren Northwest which is being filed pursuant to ORS 279.526 et seq. Please file the same pursuant to ORS 279.528.

We will appreciate your acknowledgment of this claim.

Yours very truly,

FROHNMAYER, LOWRY & DEATHERAGE

By Otto J. Frohnmayer

OJF:gh

Encl.

cc: Warren Northwest
Federal Insurance Co.

NOTICE OF CLAIM FILED PURSUANT TO ORS 279.526 ET SEQ

T. R. FLOREY, General Contractor, P. O. Box 1032, Medford, Oregon vs. WARREN NORTHWEST, a Division of Warren Brothers Company, a Delaware corporation, P. O. Box 20337, Portland, Oregon 97220	County - Jackson Highway - Crater Lake Section - Antelope Creek-Medford Kind of work - Grading, Paving and Signing Contract No. 6670 Contractor - Warren North-West, a division of Warren Brothers Company Date of Award - 8/17/65 Specified Completion Date - 8/31/66

TO THE STATE OF OREGON BY AND THROUGH ITS STATE HIGHWAY COMMISSION:

Notice hereby is given that the undersigned T. R. Florey, general contractor, has a claim for certain materials, labor, machinery, equipment, tools and supplies furnished and performed in connection with the above project under contract dated September 2, 1966 between Warren Northwest, a division of Warren Brothers Company, a Delaware corporation, and the undersigned whose name is incorrectly shown in the contract as T. R. Florry Asphalt Co. A description of the work is as follows:

Item #54 (Portion)
Extra for A. C. Concrete Approaches
Haul and Place Asphaltic Concrete on Approaches
Approx. 29,000 S. F. @ .12 per S. F.
$ 3,480.00

The amount of this claim is $5,034.90 and this claim is against the bond taken from Warren Northwest, a division of Warren Brothers Company, a Delaware corporation, as principal, and Federal Insurance Company, a New Jersey corporation, as surety for the work of grading, paving and signing under contract dated August 17, 1965 with the state of Oregon by and through its state highway commission no. 6670 of County Jackson, Highway Crater Lake, Section Antelope Creek-Medford.

Attached to this notice, marked Exhibit A and made a part hereof is a statement setting forth the claim under the subcontract

dated September 2, 1966 between claimant and Warren Northwest.

Dated September 2, 1967.

T. R. Florey, General Contractor

STATE OF OREGON)
) ss.
County of Jackson)

I, T. R. Florey, being first duly sworn, on oath say that I am the claimant named in the foregoing claim; that I have heard the same read, and know the contents thereof, and believe the same to be true.

Subscribed and sworn to before me this 2nd day of September, 1967.

Notary Public for Oregon
My commission expires 9/1/70.

RECEIVED
SEP - 5 1967
OREGON
STATE HIGHWAY COMMISSION

EXHIBIT A TO LIEN OF T. R. FLOREY V. WARREN NORTHWEST

Subcontract dated September 2, 1966

119,770 square feet @ .12¢ per square foot		14,372.40
as detailed on sheets 1 through 16 attached		
to and made a part of this exhibit A		
Less payments:		
10/22/66	392.70	
11/26/66	2,861.10	
11/26/66	4,687.01	
1/28/67	1,396.69	9,337.50
Balance due		$ 5,034.90

DIETZGEN NO. 386-3

T. R. FLOREY

DRIVEWAYS ON CENTER LANE
HIGHWAY AND CENTER LANE AVE.

FR
EN

START- 4/10/67
FINISH- 4/12/67

DIETZGEN NO. 386-3

DIETZGEN NO. 386-3

T. R. FLOREY

DRIVEWAYS ON CRATER LAKE HIGHWAY AND CRATER LAKE AVE.

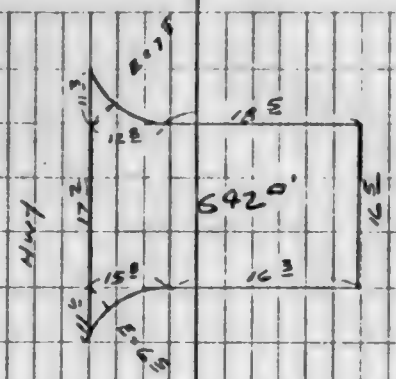
FR.

J.N.

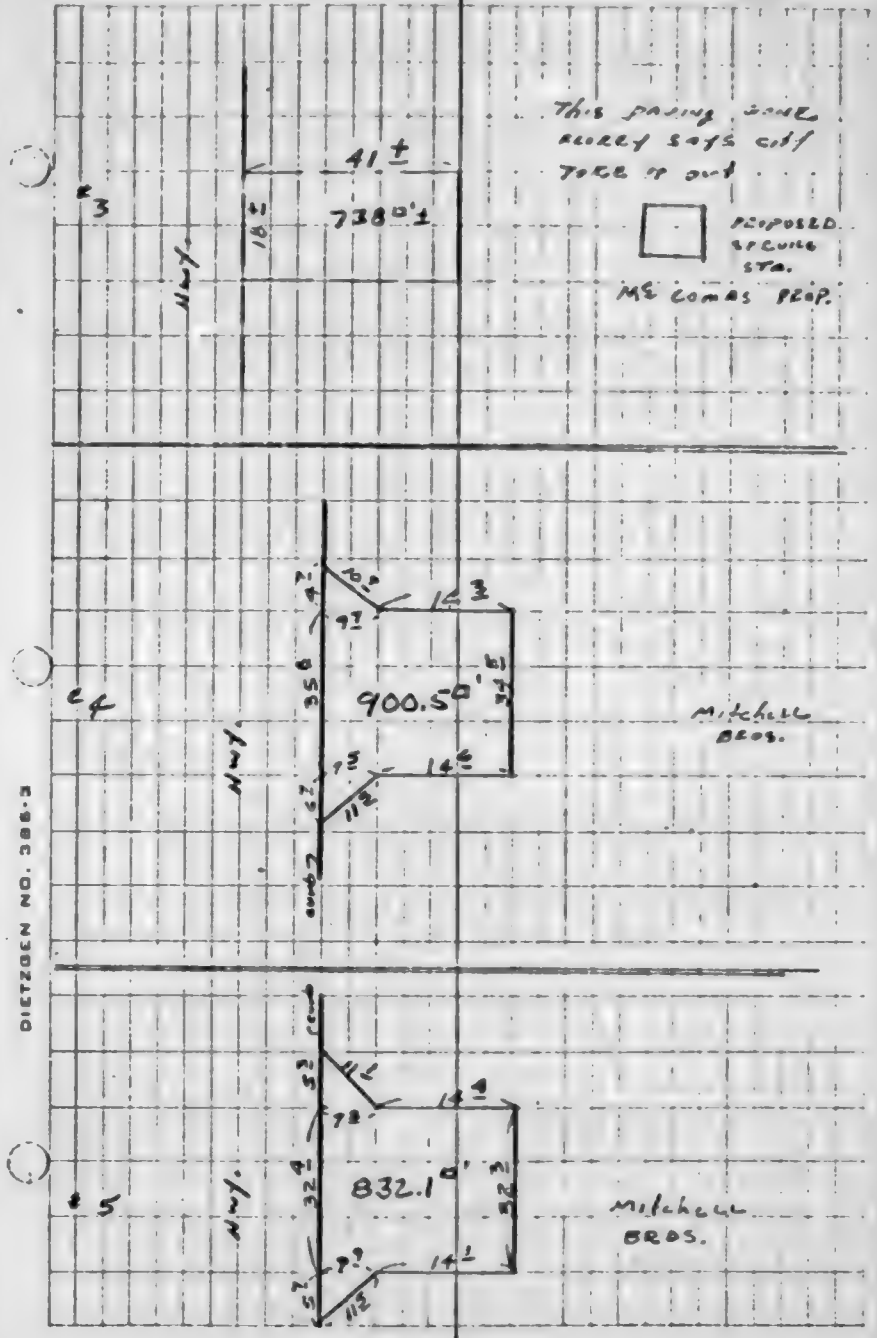
START - 4/10/67

FINISH - 4/12/67

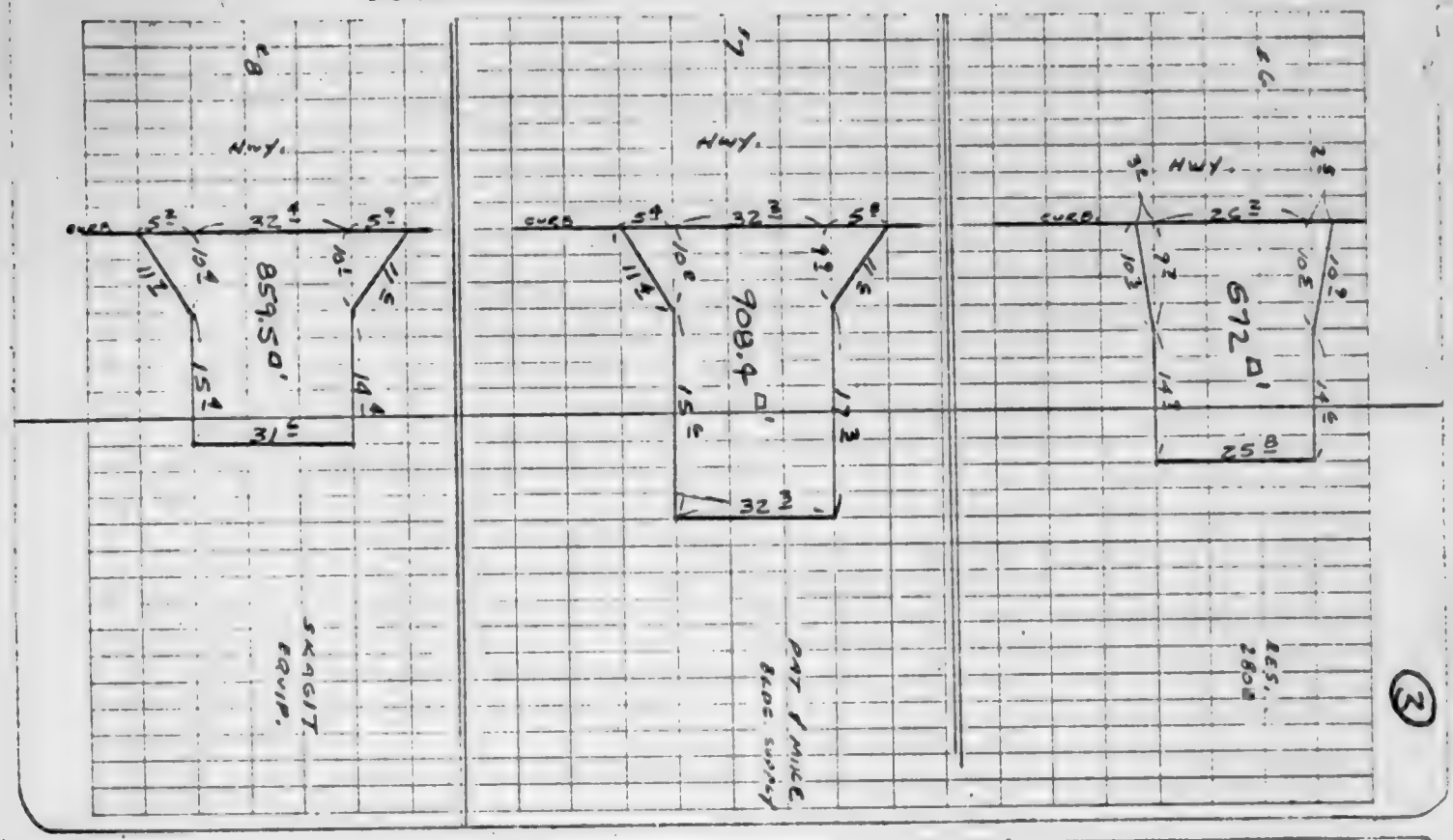
(1)



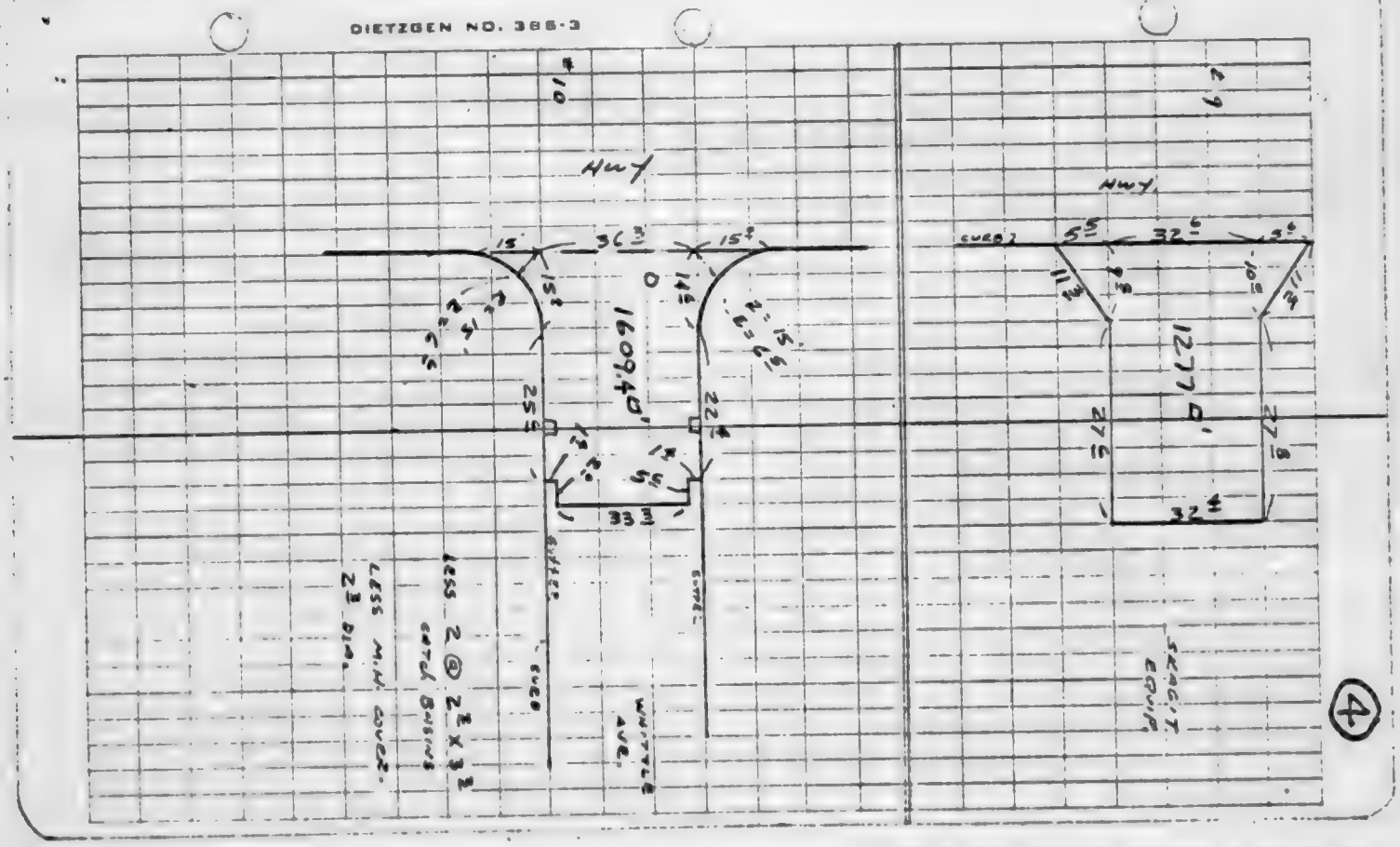
(2)



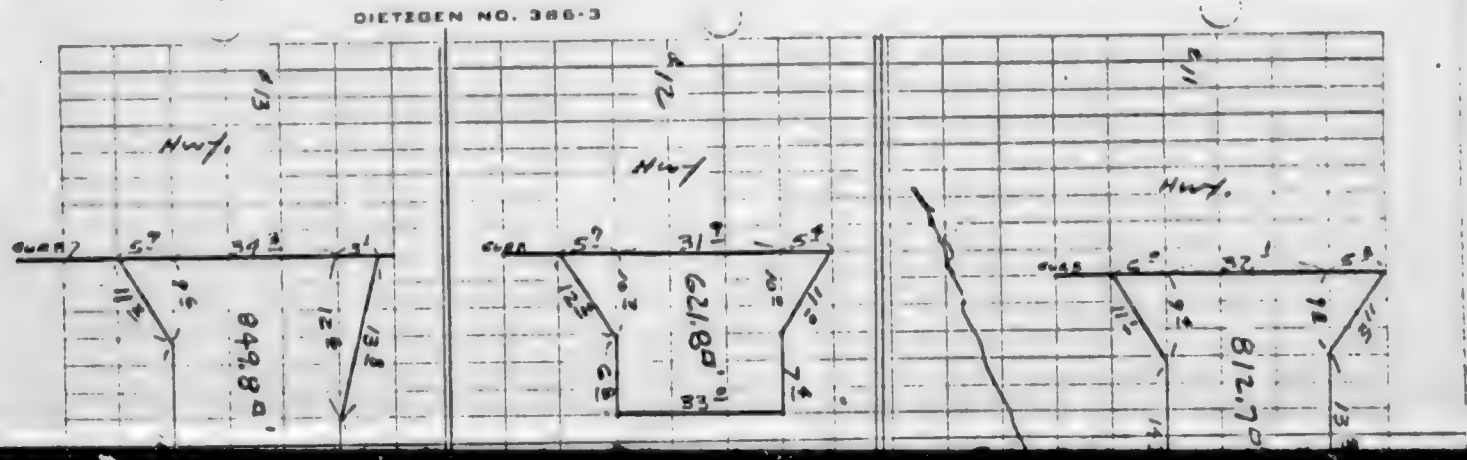
DIETZGEN NO. 386-3



DIETZGEN NO. 386-3



DIETZGEN NO. 386-3



③

672 □'

RES.
2800

908.4 □'

PAT & MIKE
BLDG. SUPPLY

859.50'

SKAGIT
EQUIP.

④

1277 □'

SKAGIT
EQUIP.

1609.40'

WHITTLE
AVE.

DIETZGEN NO. 386-3

LESS 2 @ 2" X 3"
CATCH BASINS

LESS M.H. COVER.
2' DIA.

⑤

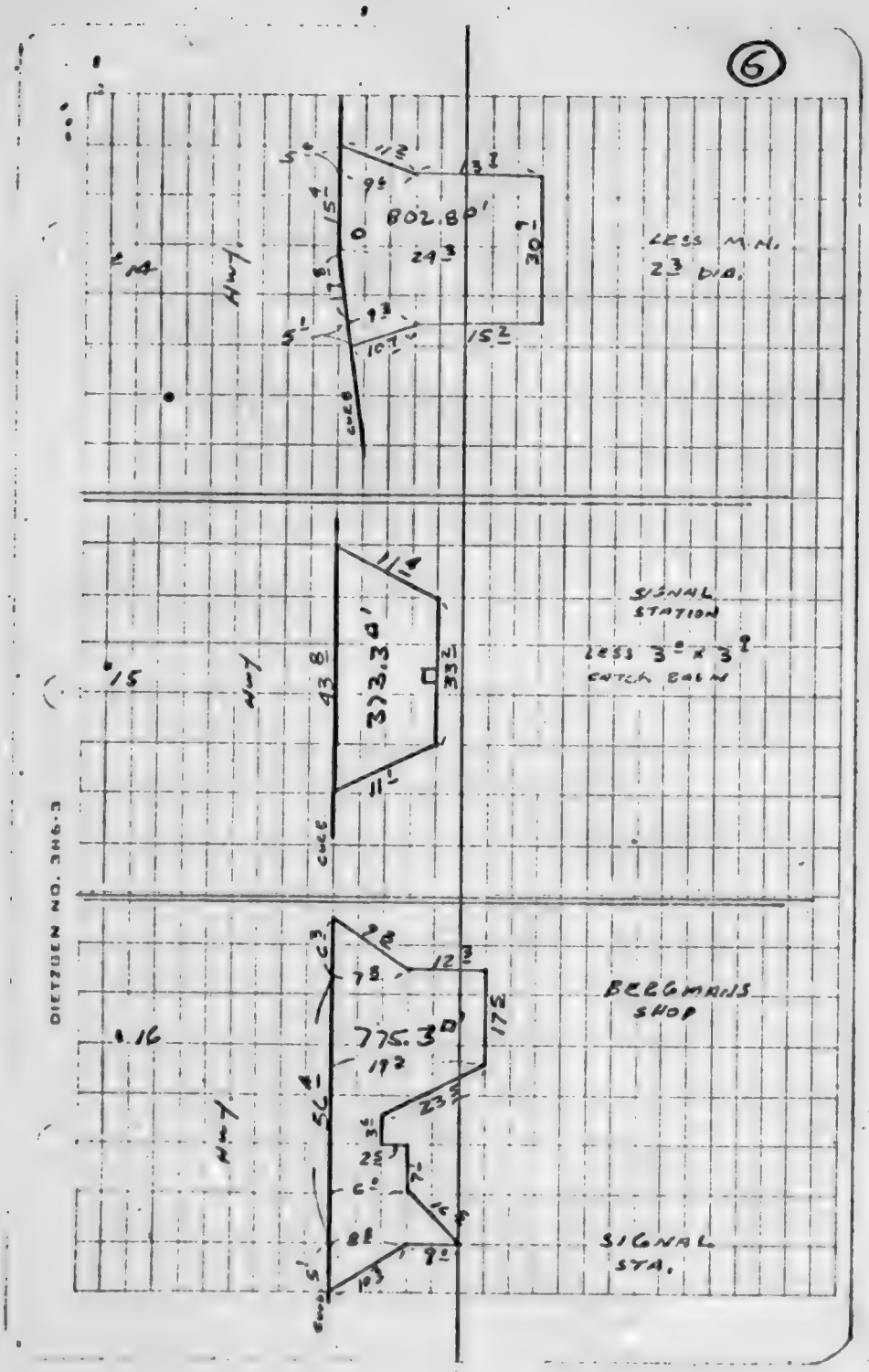
812.70'

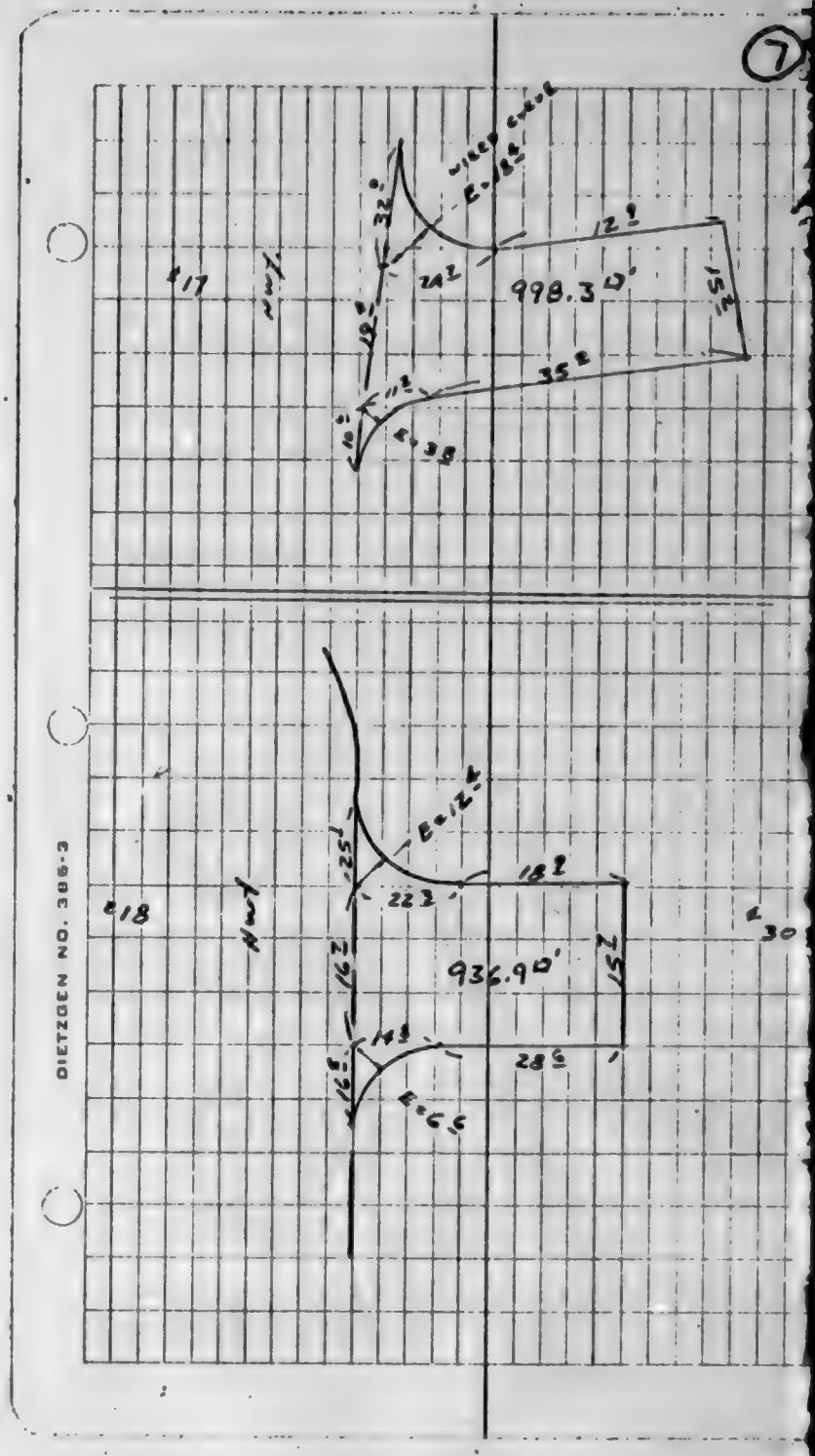
621.8□'

DIETZGEN NO. 386-3

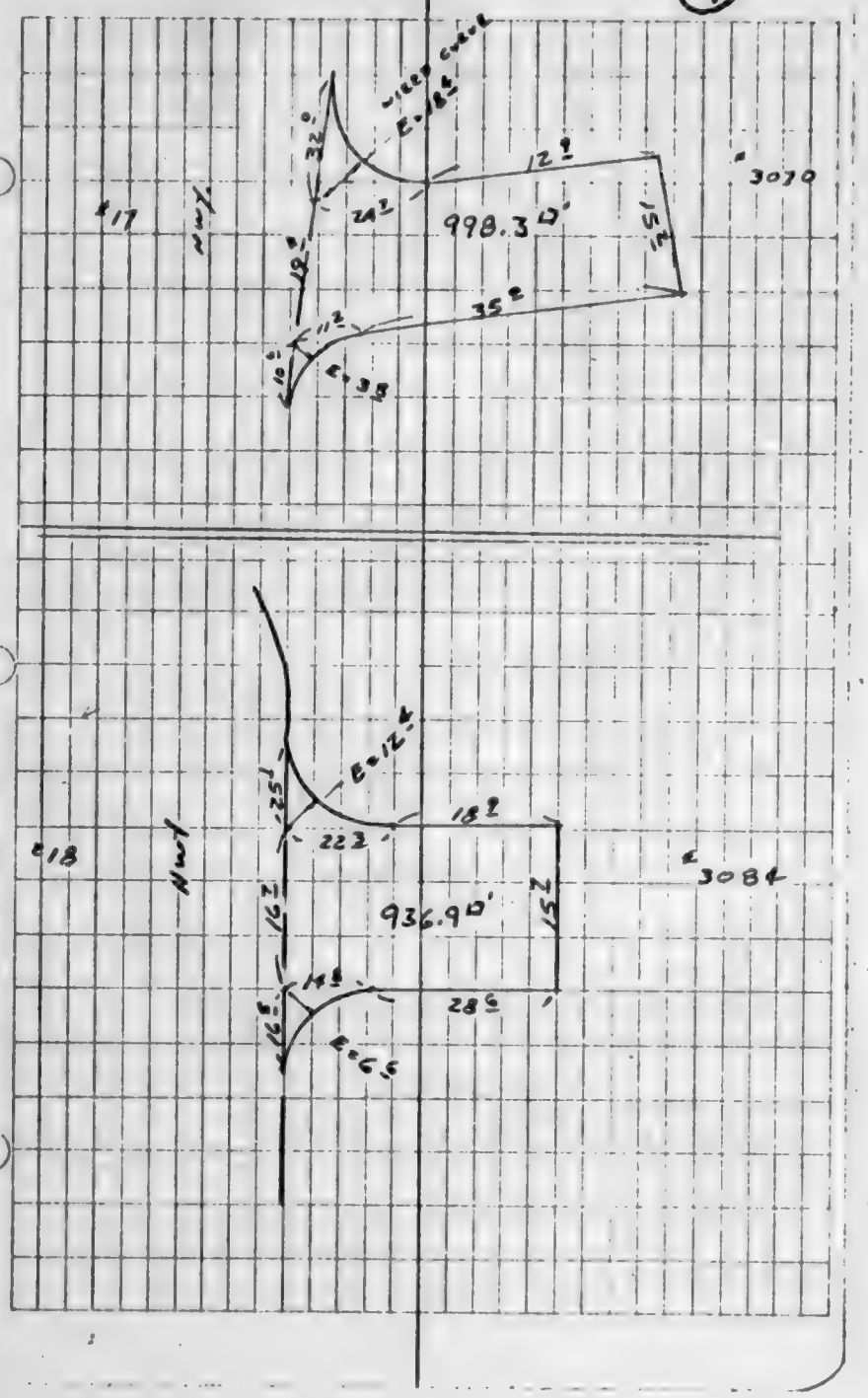
849.8□'

A-1
PAY & NITE
PLUMBING


6
802.80'
LESS M.N.
2³ DIA.
Hwy.
SIGNAL
STATION
LESS 3' x 3'
CATCH BASIN
373.3'
DIETZGEN NO. 346-3
BERGMANNS
SHOP
775.30'
SIGNAL
STA.

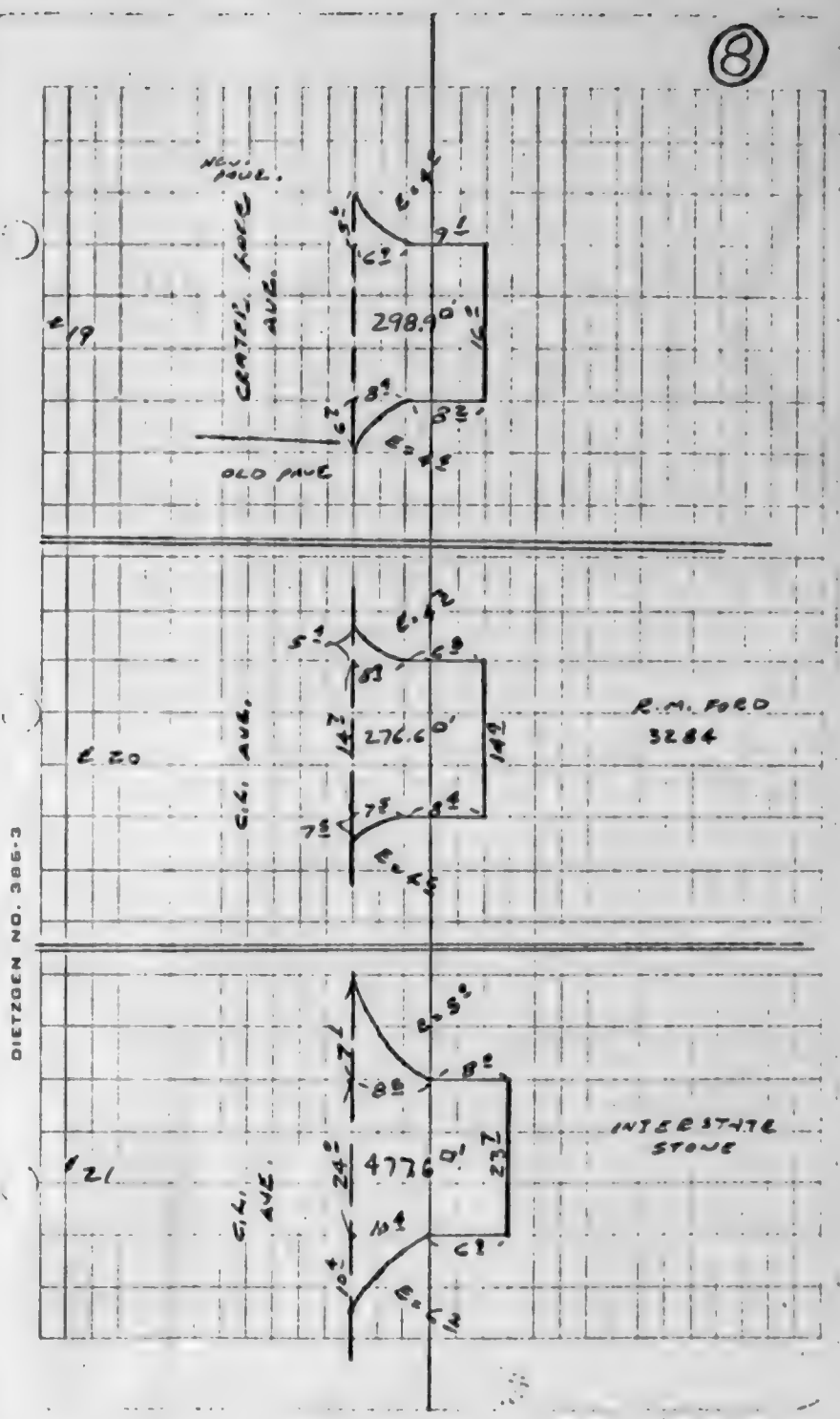

7
998.3 0'
936.90'
DIETZGEN NO. 386-3

(7)



DIETZGEN NO. 386-3

(8)



DIETZGEN NO. 386-3

(9)

#22

C.L. AVE.

534.10'

INTERSTATE STONE

#23

C.L. AVE.

472.20'

CHUCK HOLT 3364

DIETZGEN NO. 386-3

#24

C.L. AVE.

534.40'

ELLIOTT EQUIP.

(LOOKS LIKE ABOUT 1± HAS BEEN CUT OFF EAST END SINCE IT WAS PAVED)

(10)

#25

C.L. AVE.

BS7.70'

CRANK RODOWAY

ELLIOTT EQUIP.

#26

C.L. AVE.

225.10'

3502

LOOKS LIKE ABOUT 1± BEEN CUT OFF EAST END

#27

C.L. AVE.

229.10'

LOOKS LIKE ABOUT 2± BEEN CUT OFF EAST END

(THIS DRIVE ABOUT 110' NORTH OF #26)

(10)

#25

C.L. AVE

857.7'

GRANITE ROADWAY

ELLIOTT EQUIP.

#26

C.L. AVE

225.1'

3502

LOOKS LIKE ABOUT 1' BEEN CUT OFF EAST END

#27

C.L. AVE

229.1'

LOOKS LIKE ABOUT 2' BEEN CUT OFF EAST END

(THIS DRIVE ABOUT 110' NORTH OF #26)

DIETZGEN NO. 386-3

(11)

#28

CENTER LINE AVE.

319.3'

WORTHINGTON

3566

#29

C.L. AVE.

692.2'

MID COAST PAINTERS INC.

3686

#30

C.L. AVE.

552.8'

MID COAST PAINTERS INC.

3686

DIETZGEN NO. 386-3

(12)

585 □'

NORTHWEST MOUSTEIN SUPPLY CO.
3734

KUEZ
3914

859.8

112.3 □'

A.C. WALK

C.L. AVE.

DIETZGEN NO. 386-3

(13)

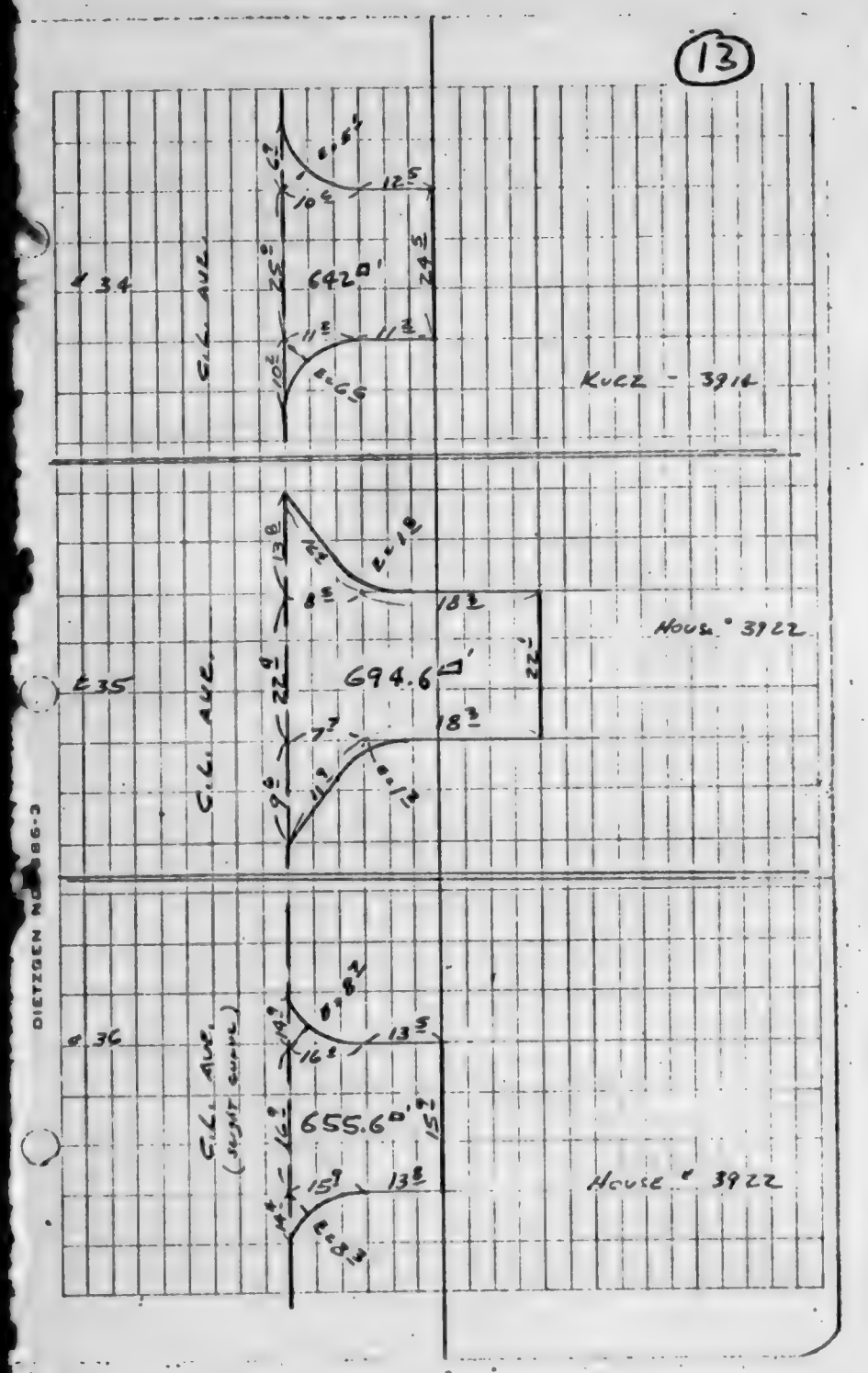
642 □'

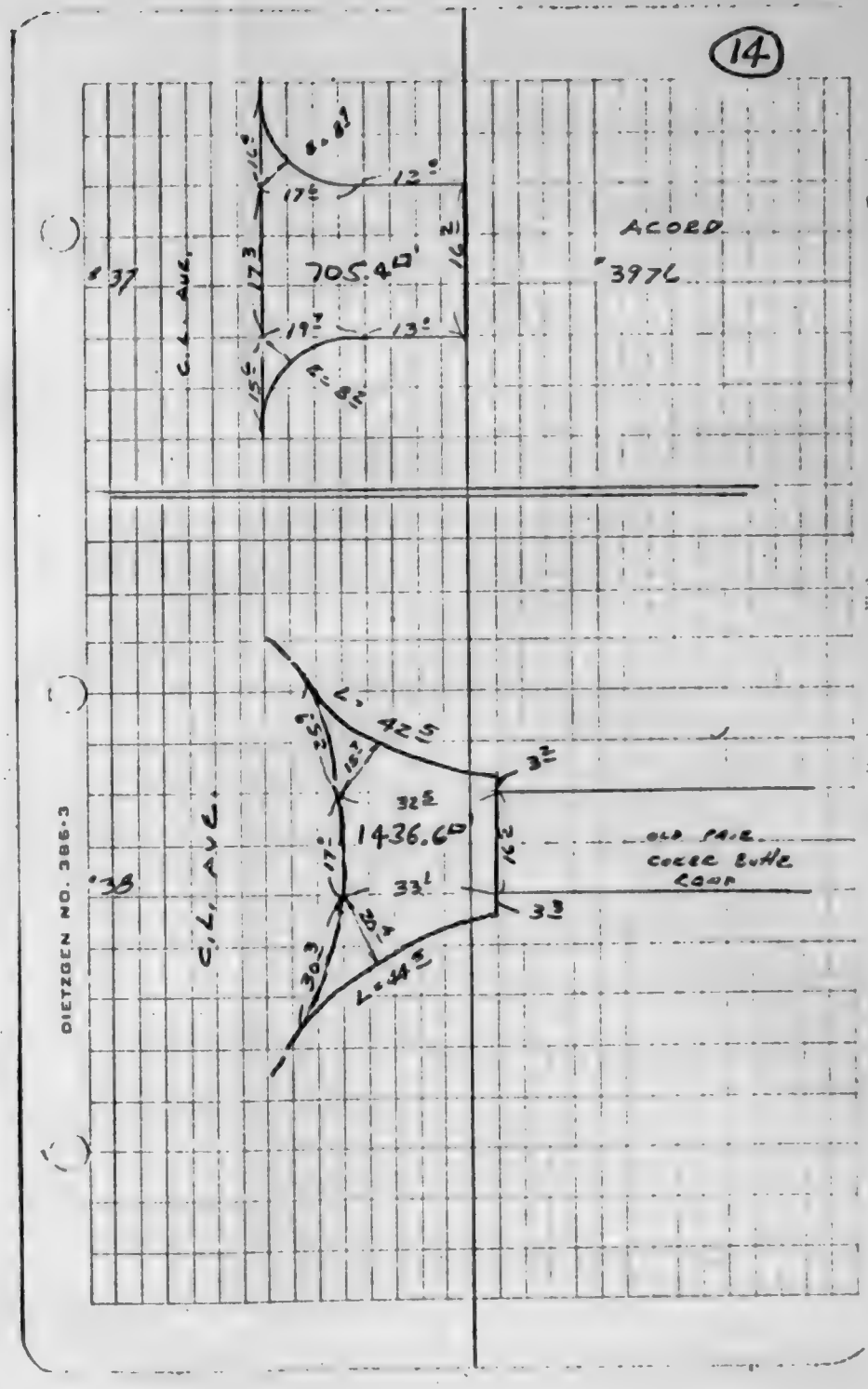
KUEZ - 3914

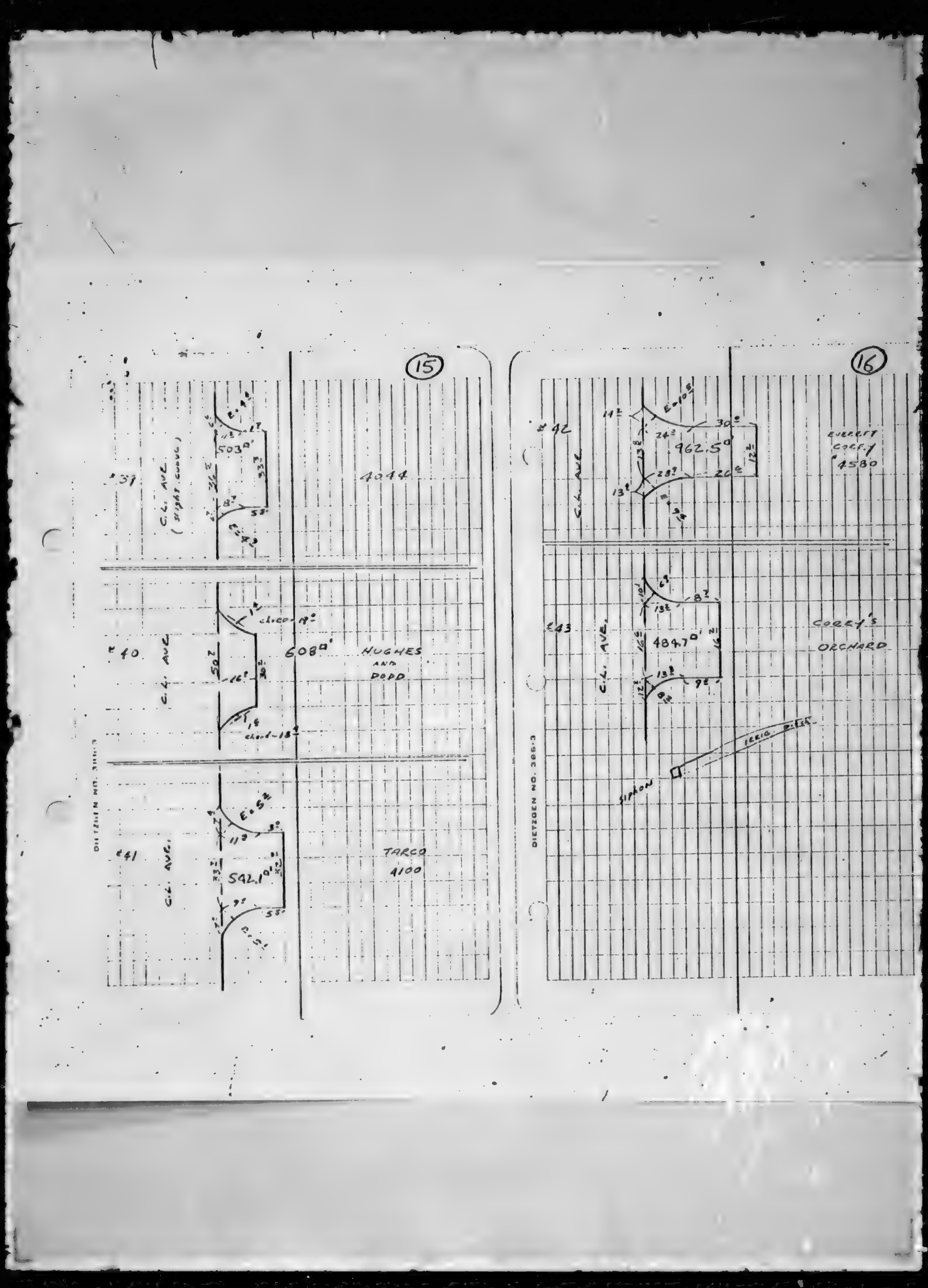
694.6 □'

655.6 □'

HOUSE # 3922


13
E 34
C.L. AVE.
642 □'
25.0
24.3
12.5
10.4
11.8
11.2
10.2
L=6.6
KUCZ - 3914
E35
C.L. AVE.
694.6 □'
22.9
22.1
18.3
18.2
13.8
12.2
L=11.8
8.2
7.7
9.8
11.3
L=11.4
HOUSE # 3922
E 36
C.L. AVE.
(RIGHT CURVE)
655.6 □'
16.2
15.2
14.9
13.5
16.2
15.9
13.8
14.4
L=8.3
HOUSE # 3922
DIETZGEN NO. 386-3


14
E 37
C.L. AVE.
705.4 □'
17.3
16.2
12.0
17.4
16.0
19.7
13.0
15.5
L=8.2
ACORD
3976
E 38
C.L. AVE.
1436.6 □'
42.5
35.9
15.2
32.2
17.2
32.1
30.4
30.3
L=44.5
32.2
33.2
OLD PAVE.
CURB & GUTTER
LOCATION
DIETZGEN NO. 386-3


15
16
4044
4580
EVERETT
CORP.
962.5'
503.0'
608.0'
HUGHES
AND
DODD
4847.0'
COREY'S
ORCHARD
TARCO
4100
592.10'
C.L. AVE.
(SLIGHT CURVE)
#42
#43
#40
#41
DIETZGEN NO. 386-3
SIPHON

16

17

#42

C.L. AVE.

962.5⁰

EVERETT COOP. 1 4580

#43

C.L. AVE.

484.7⁰

COOEY'S ORCHARD

IRRIG. DITCH

SIPHON

#44

C.L. AVE.

395.4⁰

OREGON WELDING SUPPLY 4763

#45

C.L. AVE.

341.7⁰

OREGON WELDING SUPPLY 4763

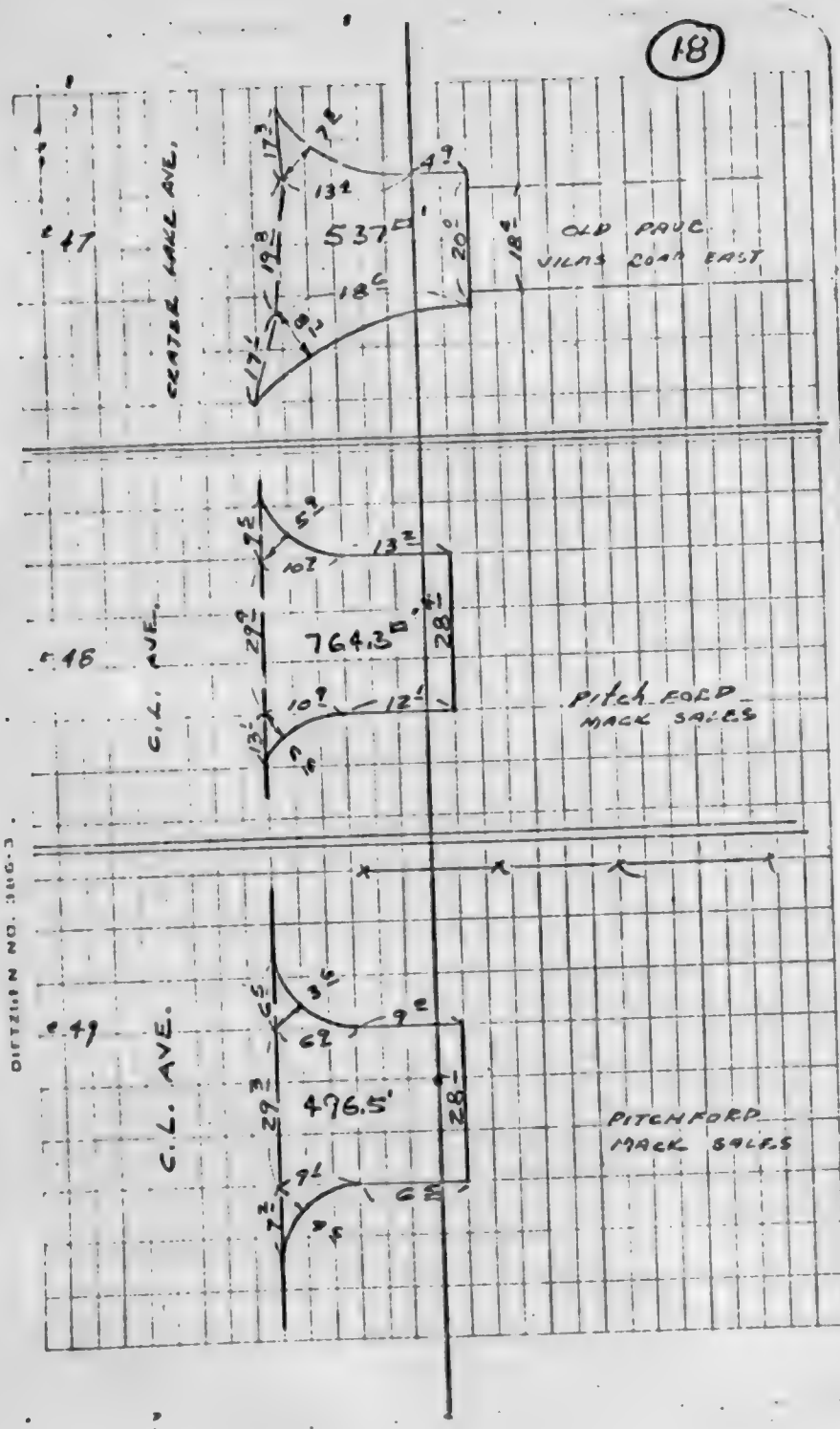
DIETZGEN NO. 386-3

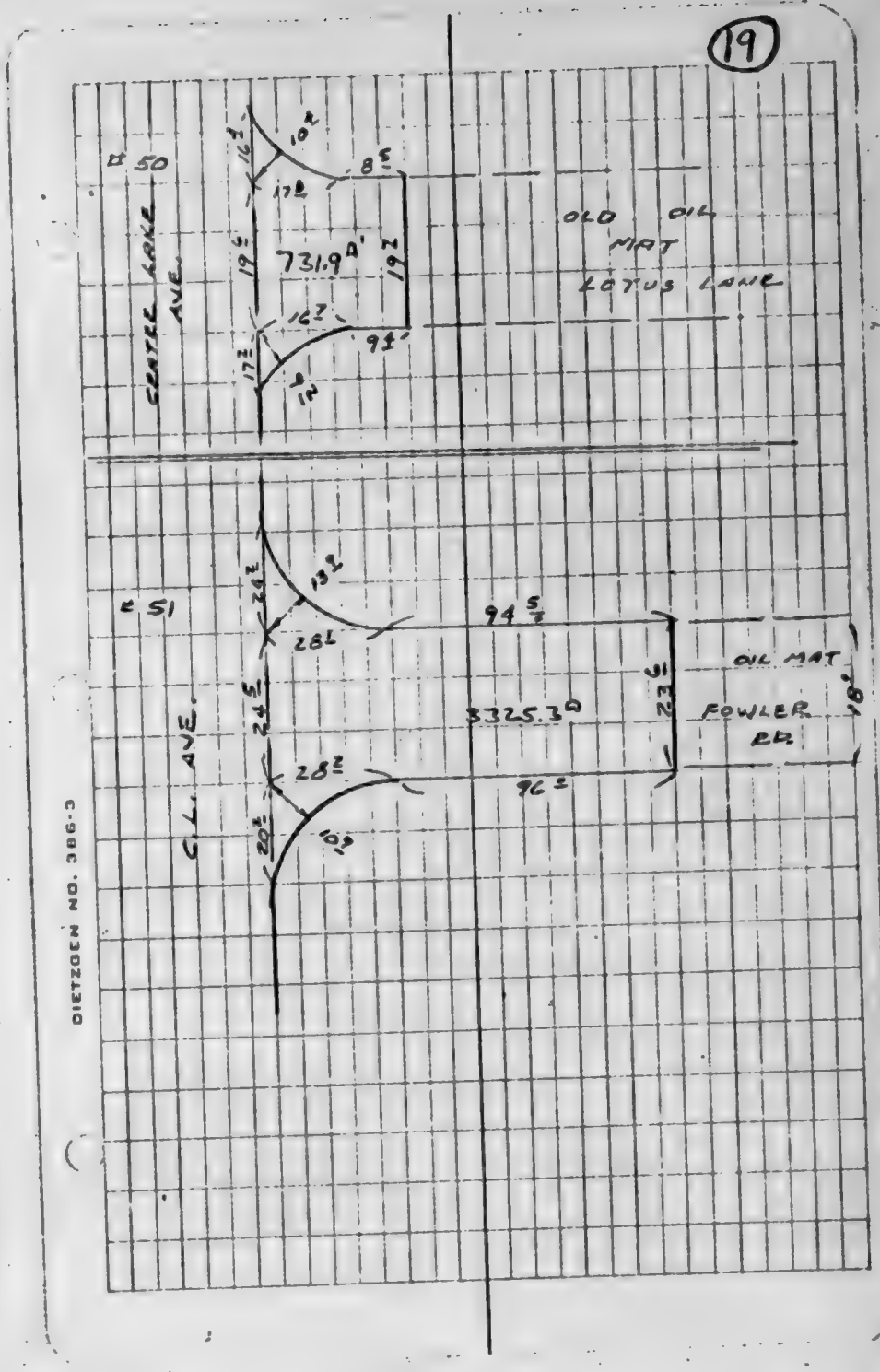
#46

C.L. AVE.

589.2⁰

VACANT LOT


18
CENTER LAKE AVE.
537.0'
OLD PAVC.
VILLAGE COAR EAST
764.3'
PITCH FORD
MACK SALES
C.L. AVE.
476.5'
PITCHFORD
MACK SALES
DIETZGEN NO. 386-3


19
CENTER LAKE AVE.
731.9'
OLD OIL MAT
LOTUS LANE
3325.3'
OIL MAT
FOWLER RD.
C.L. AVE.
DIETZGEN NO. 386-3

19

H 50

CENTER LAKE AVE.

731.94'

OLD OIL MAT

LOTUS LANE

H 51

S.L. AVE.

3325.30'

OIL MAT

FOWLER RD.

20

H 52

S.L. AVE.

±202.90'

H 53

CENTER LAKE HIGHWAY

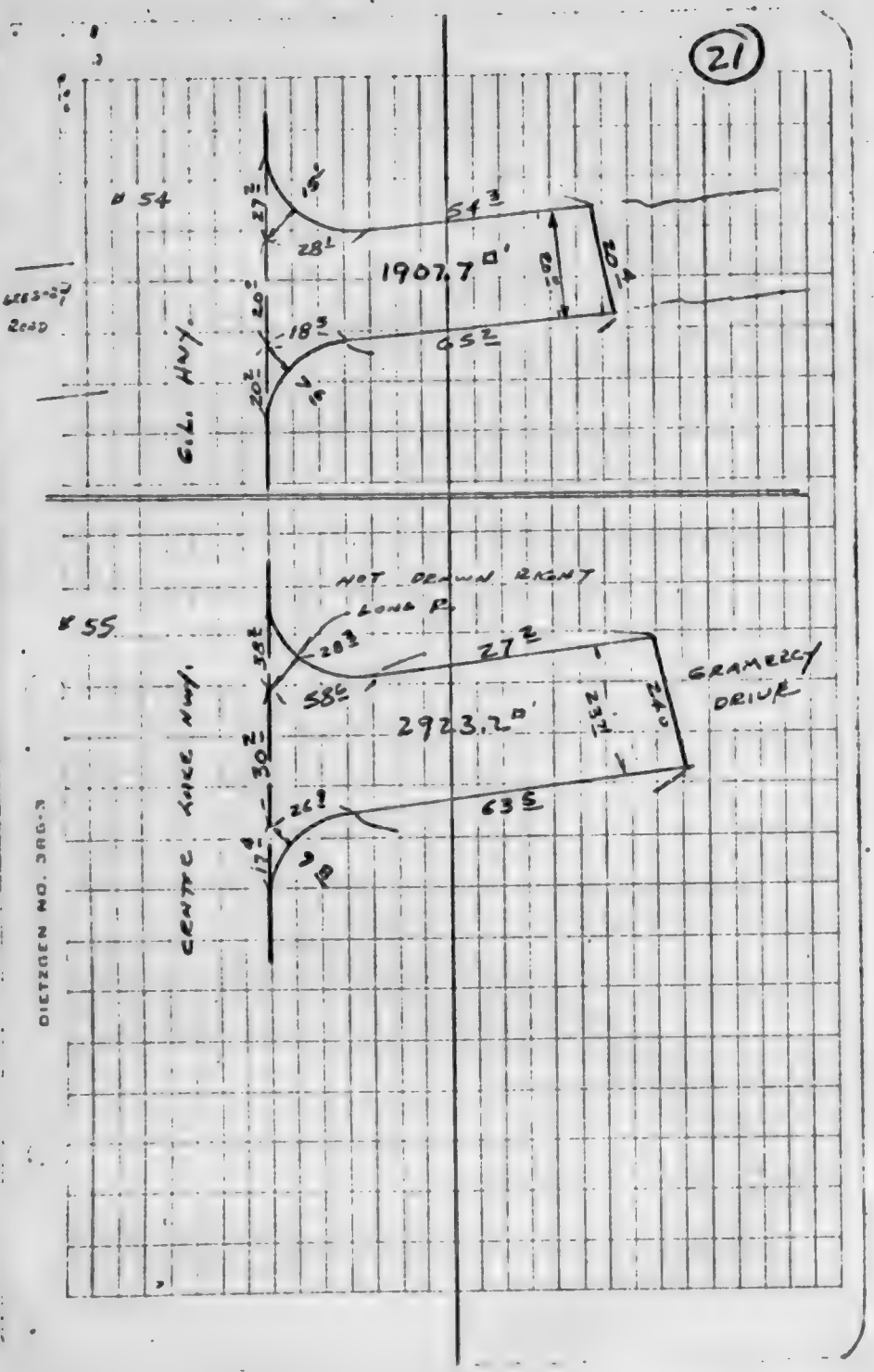
5151.19'

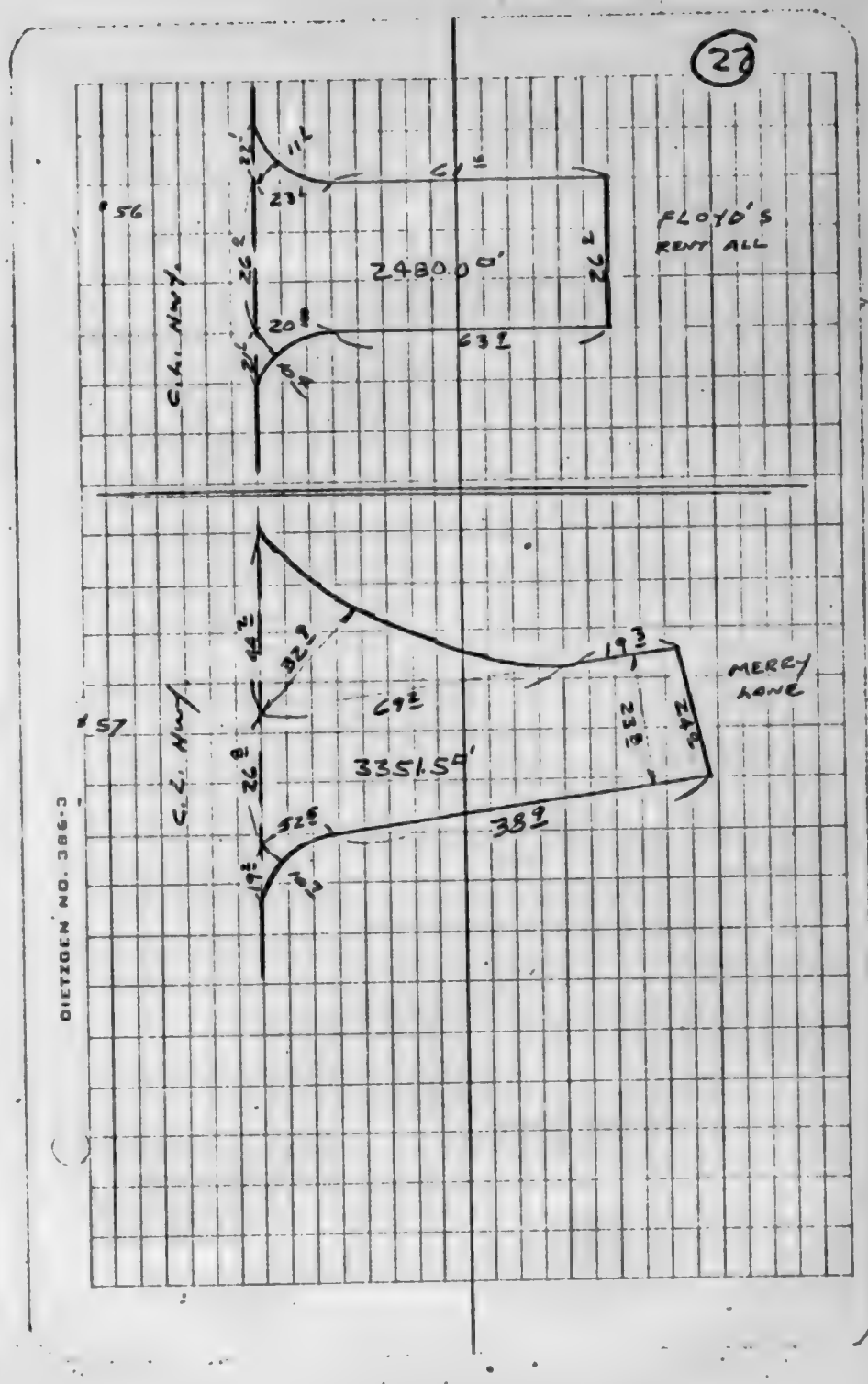
OIL MAT

CORP.Y ROAD

CENTER LAKE AVE.

DIETZGEN NO. 386-3


21
B 54
54 ±
28 ±
1907.7 □'
20 ±
18 ±
65 ±
20 ±
C.L. HWY.
NOT DRAWN RIGHT
LONG PT.
#55
20 ±
27 ±
58 ±'
2923.2 □'
30 ±
26 ±
63 ±
CENTRE VOICE HWY.
GRAMERCY DRIVE
DIETZGEN NO. 386-3


22
#56
C.L. HWY.
61 ±
23 ±
26 ±
2480.0 □'
20 ±
63 ±
FLOYD'S
RENT ALL
#57
44 ±
32 ±
69 ±
19 ±
3351.5 □'
26 ±
52 ±
38 ±
MERRY
LANE
DIETZGEN NO. 386-3

22

56

C.L. Hwy.

FLOYD'S
RENT ALL

2480.00'

57

C.L. Hwy.

MERCY
LANE

335.54'

DIETZGEN NO. 366-3

23

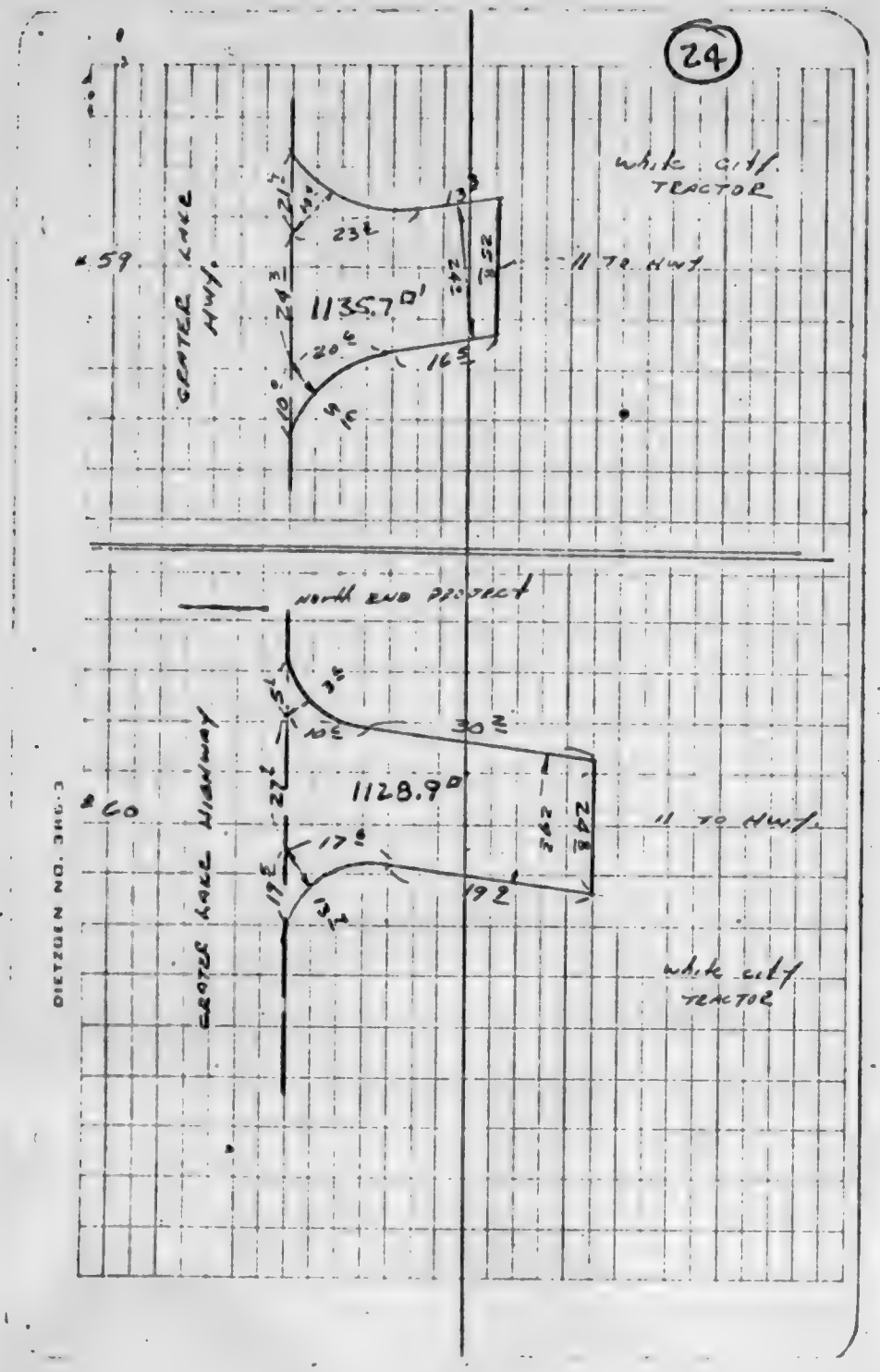
58

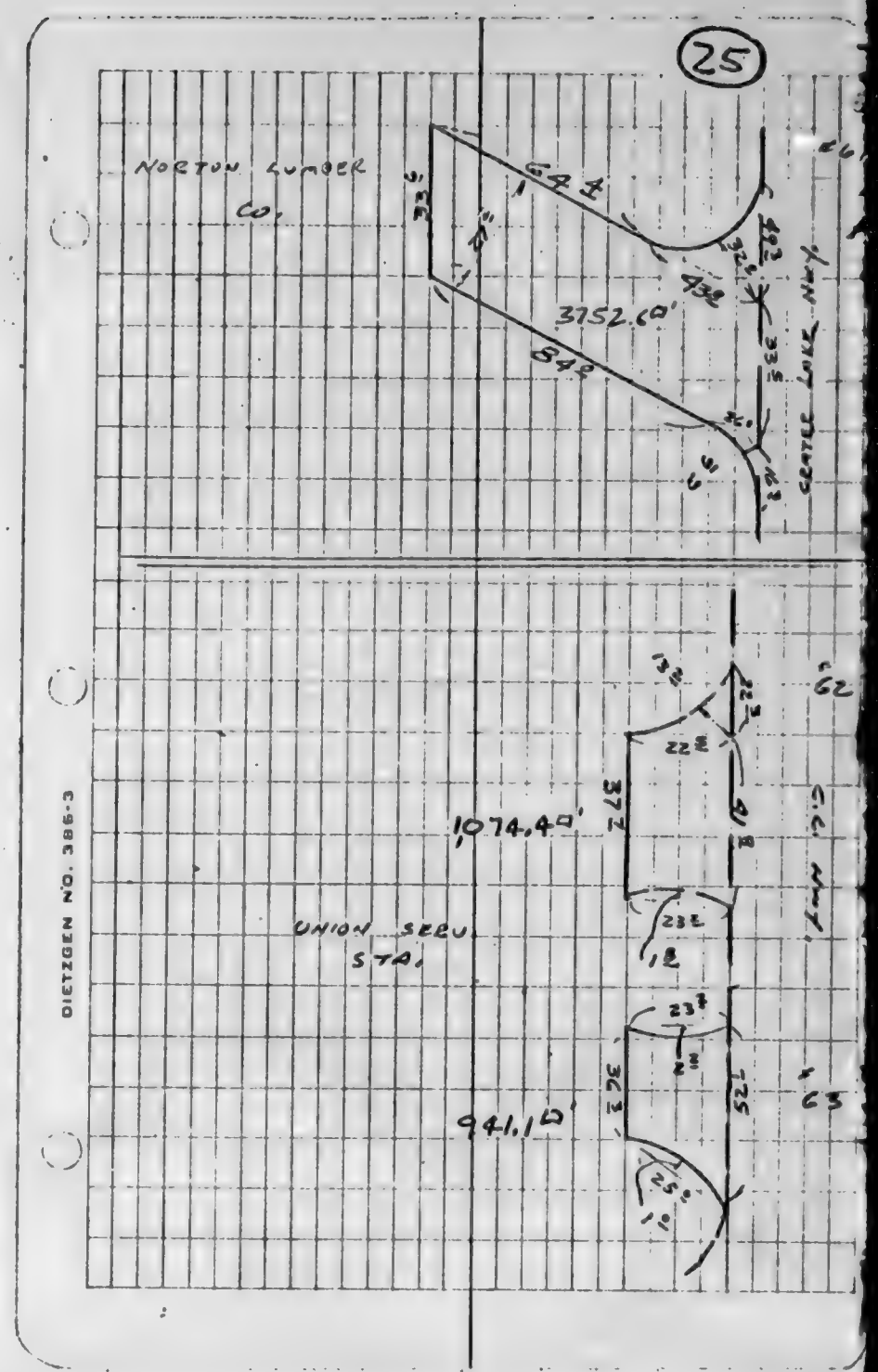
CENTER RANGE HIGHWAY

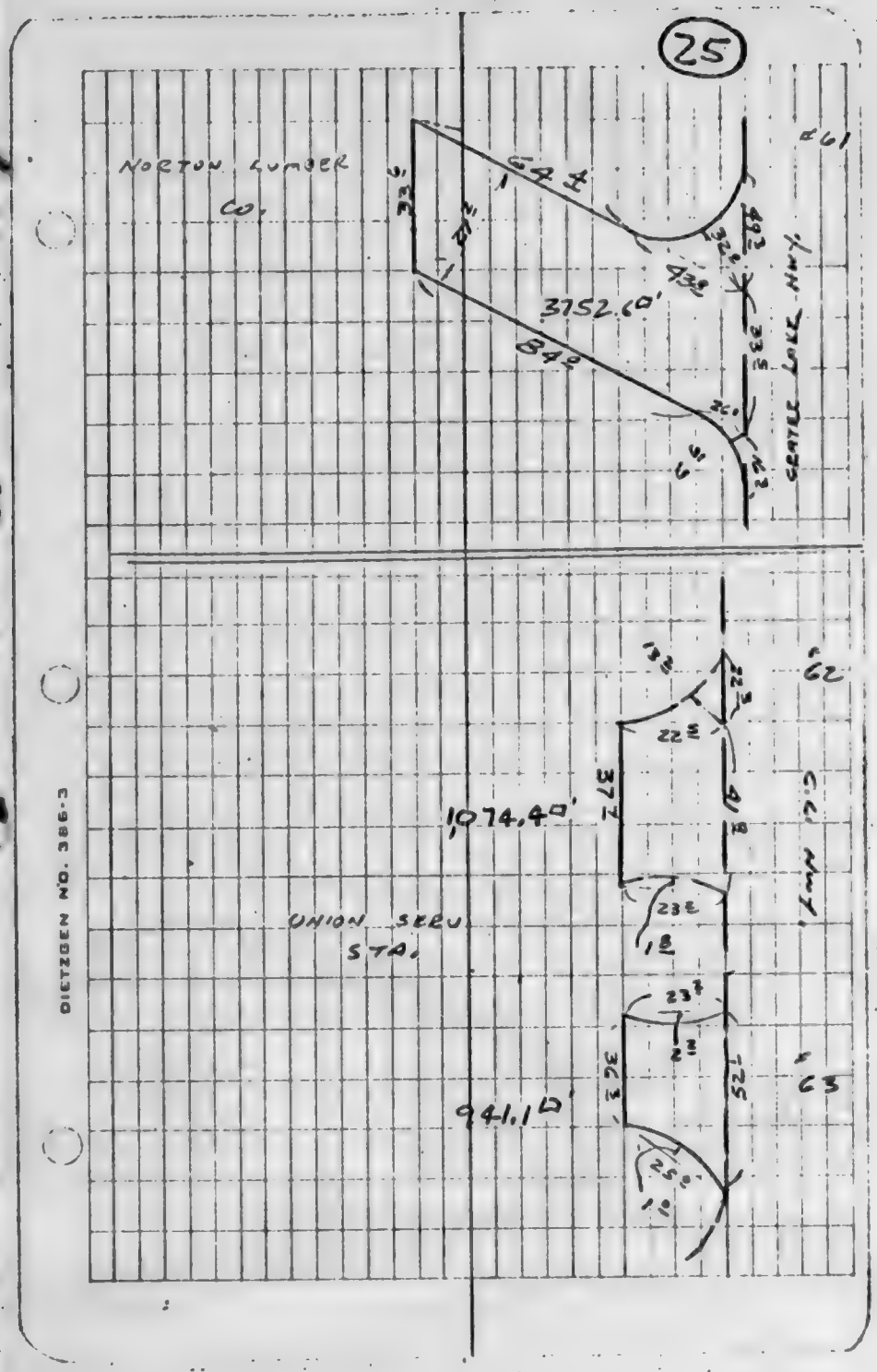
1314.10'

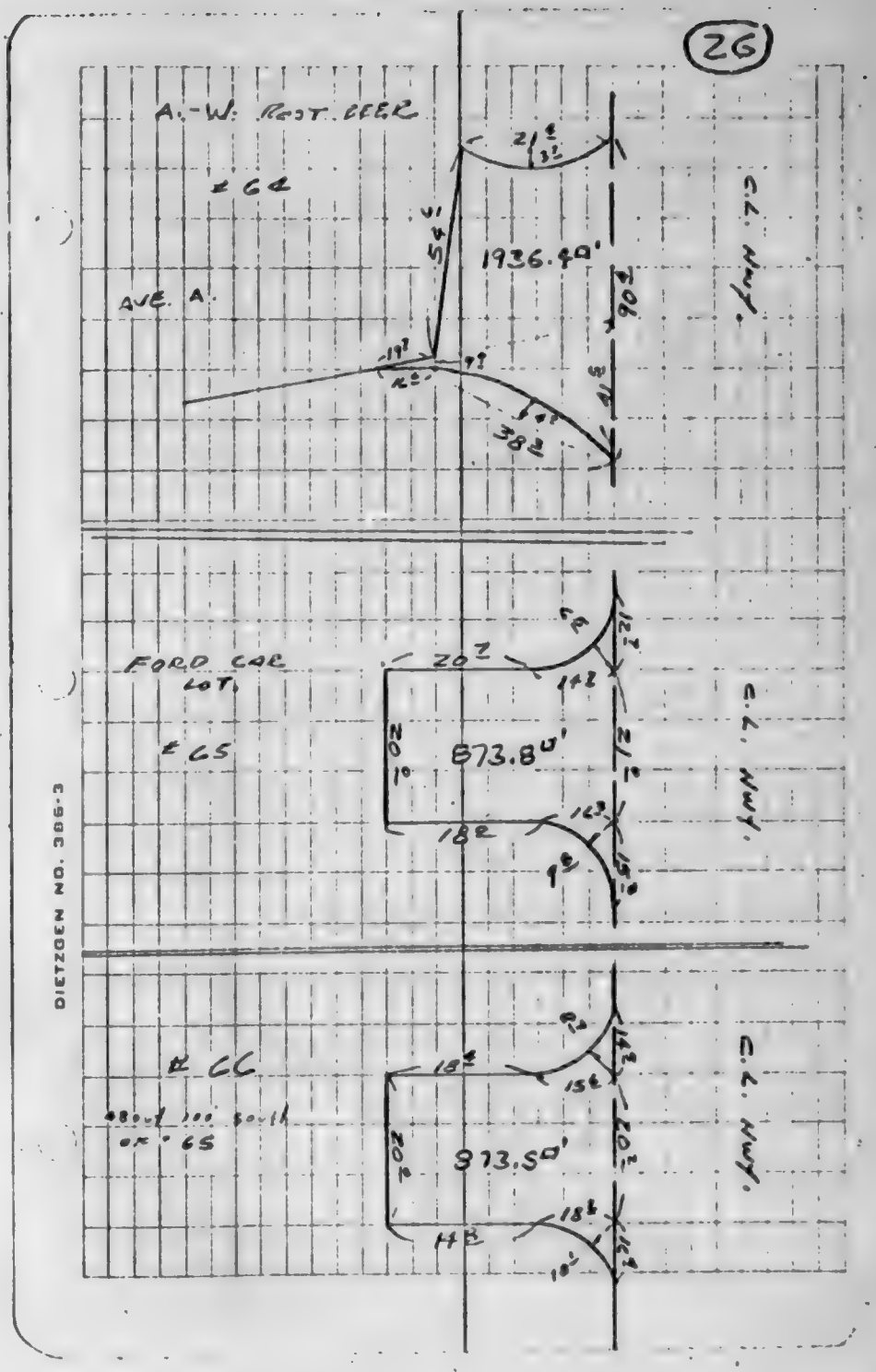
AVE. "A"

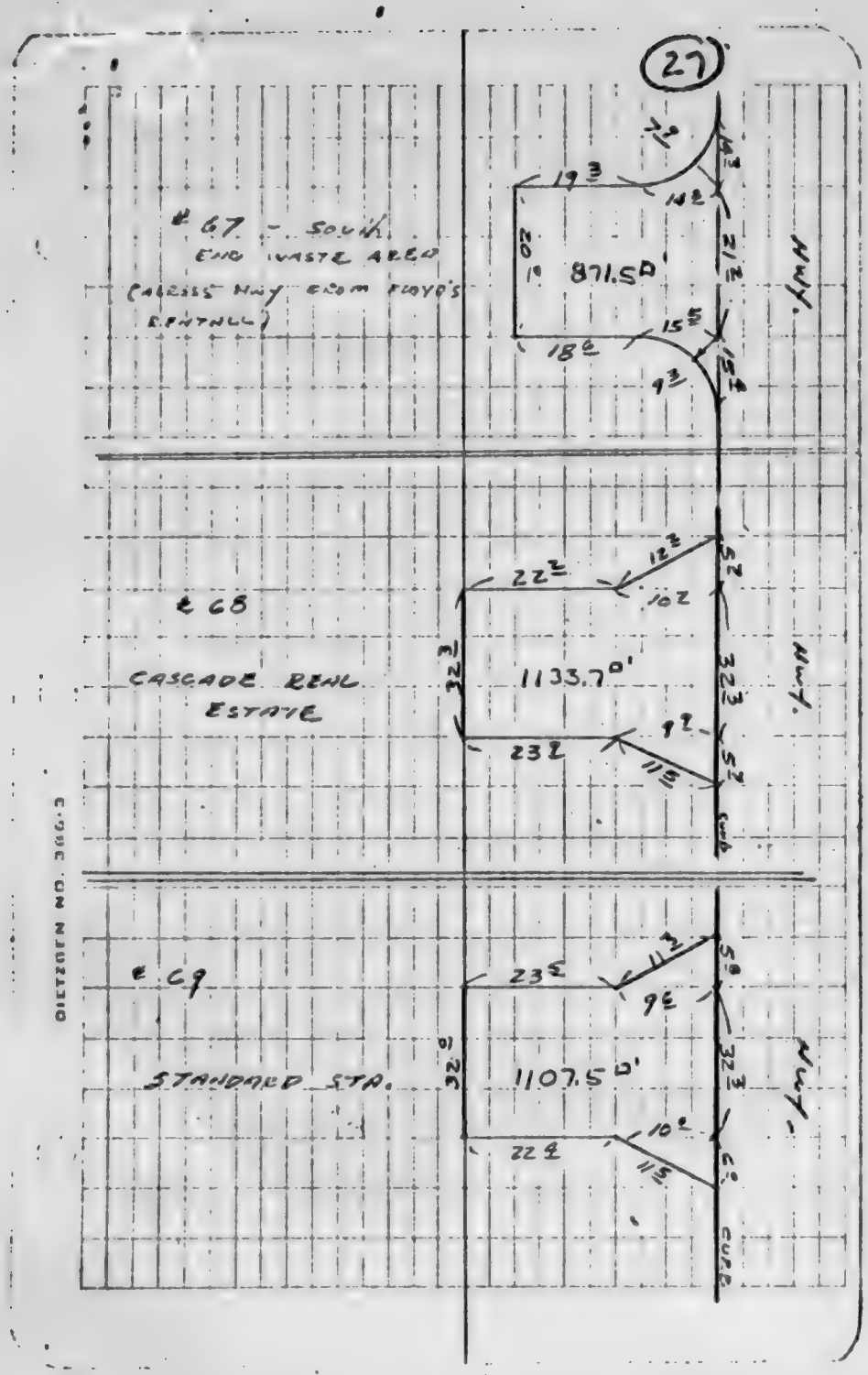
(this part of others)

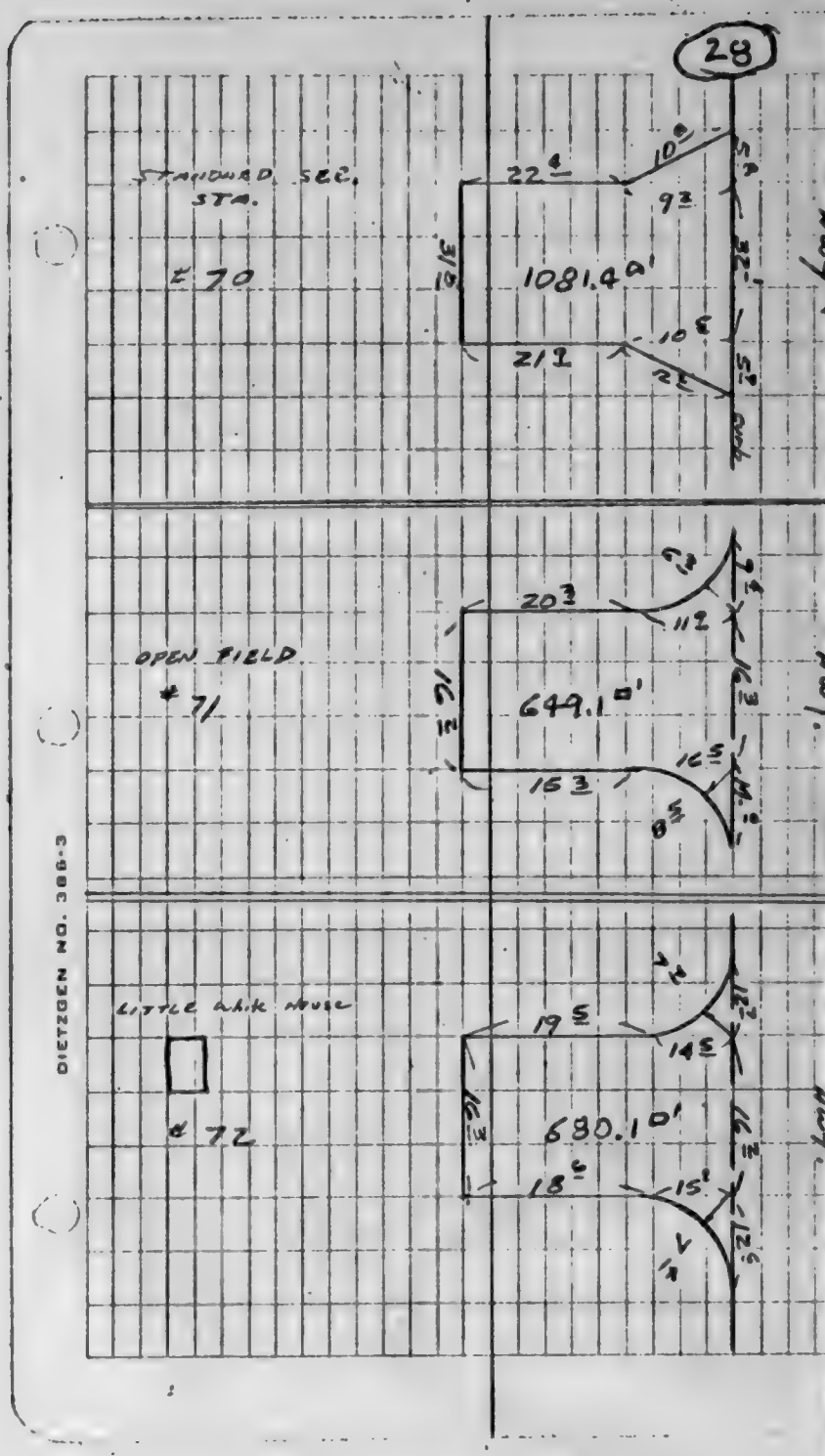

24
GREATER LAKE HWY.
DIETZGEN NO. 386-3
NORTH END PROJECT
1135.70'
1128.90'
23¢
24.31
20¢
16¢
30N
19¢
17¢
11 TO HWY.
WHITE CITY TRACTOR
59
60


25
NORTON LUMBER CO.
GREATER LAKE HWY.
DIETZGEN NO. 386-3
3752.60'
S42
1074.40'
941.10'
UNION SEED STA.
37Z
36E
72
73
63


25
NORTON LUMBER CO.
64 ±
3752.60'
84°
33'
32'
33'
32'
43'
E.C. HWY.
61
1074.40'
941.10'
UNION SERV STA.
62
63
22'
37'
41'
23'
18'
25'
10'
DIETZGEN NO. 386-3


26
A.-W. ROOT BEER
64
AVE. A
1936.90'
54'
90°
38°
E.C. HWY.
FORD CAR LOT
65
873.8'
20'
18'
9°
CC
ABOUT 100 SOUTH OF 65
873.5'
DIETZGEN NO. 386-3


27
#67 - SOUTH END WASTE AREA
(ACCESS HWY FROM FLOYD'S RENTALS)
1 871.5 D'
HWY.
#68
CASCADE REAL ESTATE
1133.7 D'
#69
STANDARD STA.
1107.5 D'
DIETZGEN NO. 366-3


28
STANDARD SER. STA.
#70
1081.4 D'
OPEN FIELD
#71
649.1 D'
LITTLE white house
#72
680.1 D'
DIETZGEN NO. 366-3

28

STANDARD SEC. STA.

E 70

1081.4 □'

OPEN FIELD

71

649.1 □'

LITTLE WHITE HOUSE

72

680.1 □'

Hwy.

29

73

861.8 □'

NELSON BROS. 62.41

NELSON BROS.

74

GRAVEL ROADWAY

889.7 □'

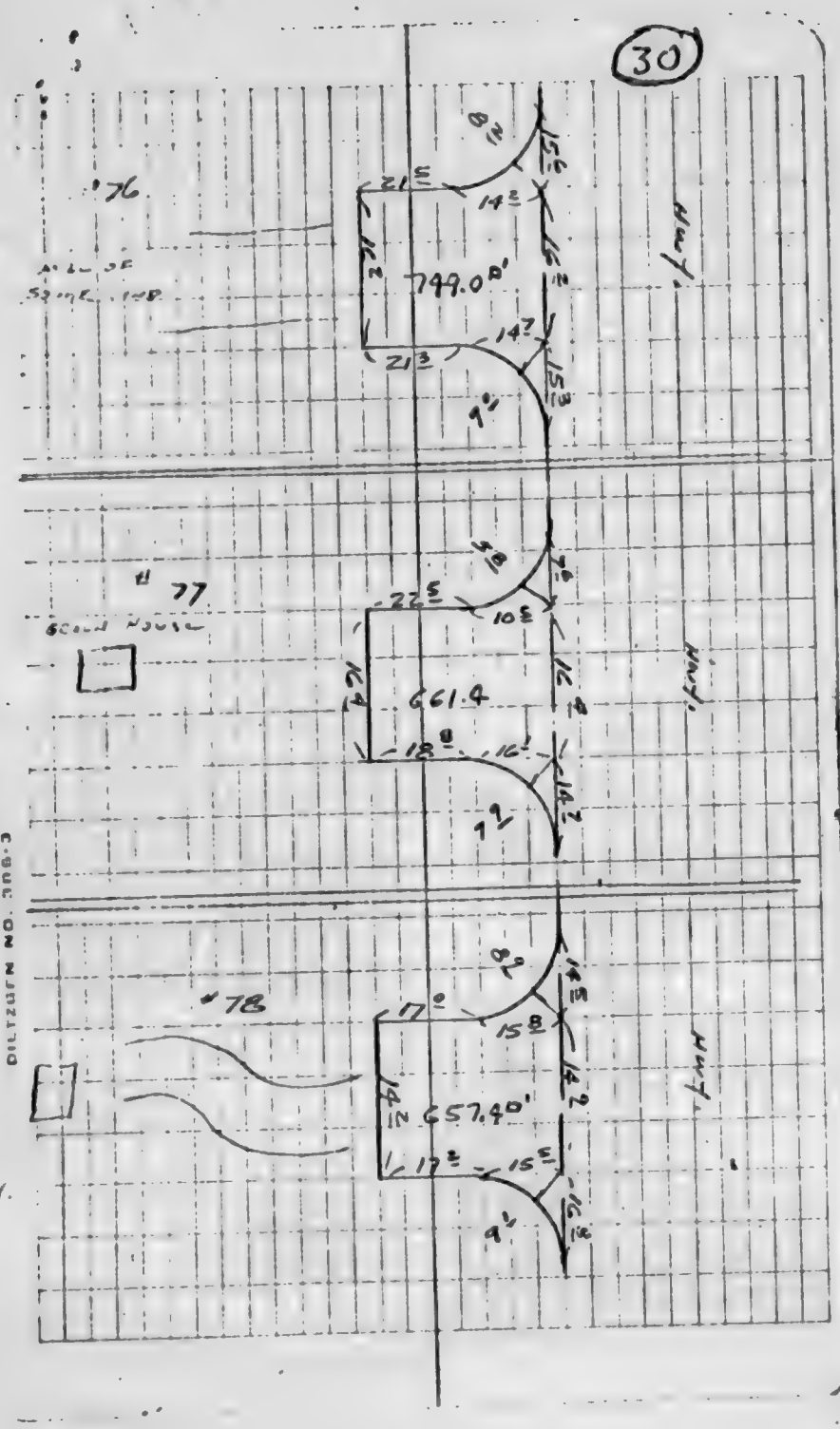
75

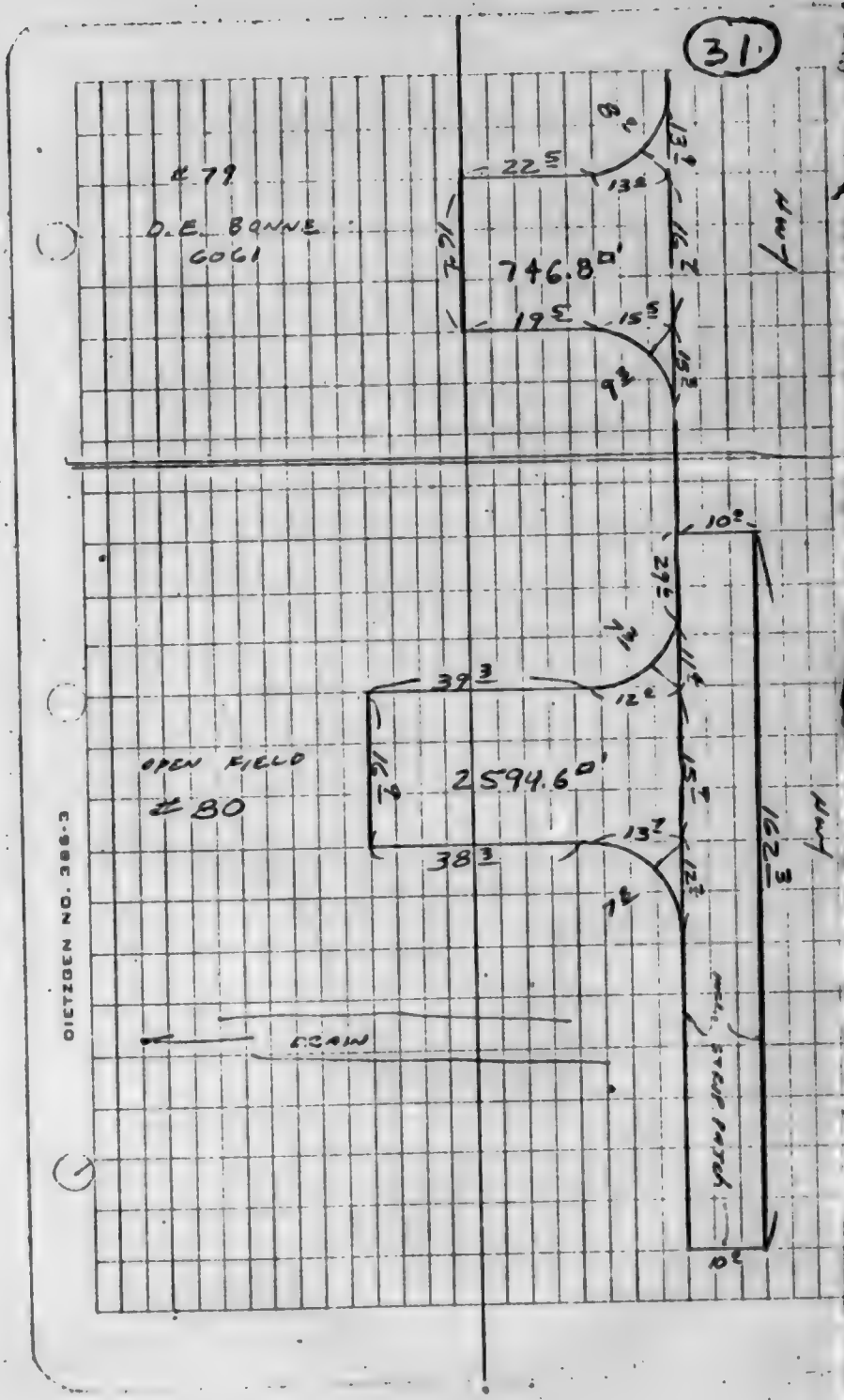
900.4 □'

A. FRANK "HAIR FASHIONS"

Hwy.

DIETZGEN NO. 386-


30
#76
749.0 □'
#77
661.4
#78
657.40'
DILTZUEN NO. 386-3


31
#79
D.E. BONNE
6061
746.8 □'
OPEN FIELD
#80
2594.6 □'
DRAIN
DILTZUEN NO. 386-3

31

#79
D.E. BONNE
6061

22±
13±
8±
16±
746.8 □'
19±
15±
13±
9±
Hwy.

10±
29±
7±
39 3/4
12±
16±
2599.6 □'
38 3/4
13±
12±
7±
162 3/4
Hwy.
MCL. STRIP PATCH
0

OPEN FIELD
#80

DRAIN

DIETZGEN NO. 386

32

#81
WEEMS
5835

31±
10±
19±
16±
1050.4 □'
33±
17±
15±
9±
Hwy.

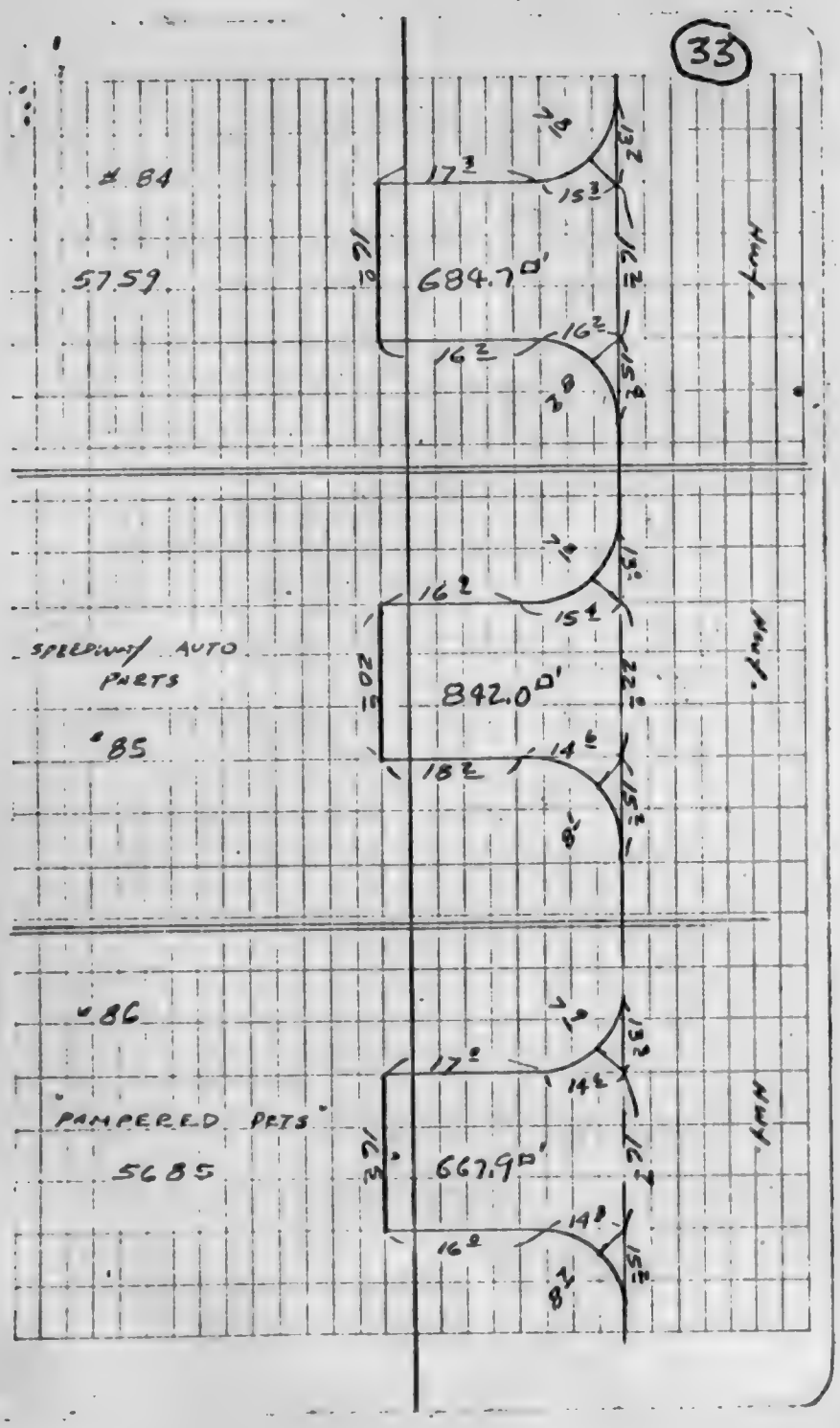
23±
7±
12±
16±
704.7 □'
20±
14±
13±
7±

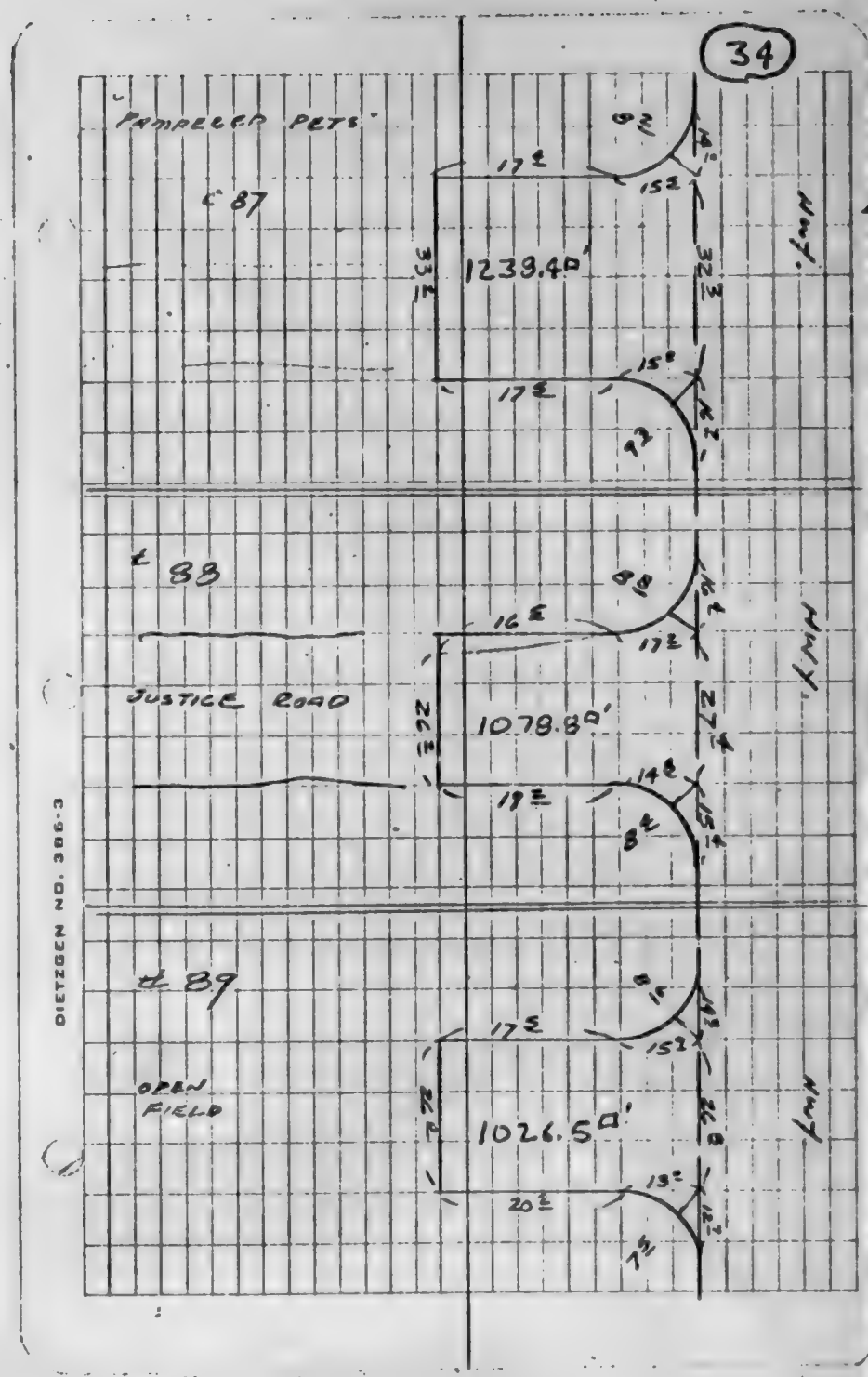
#82

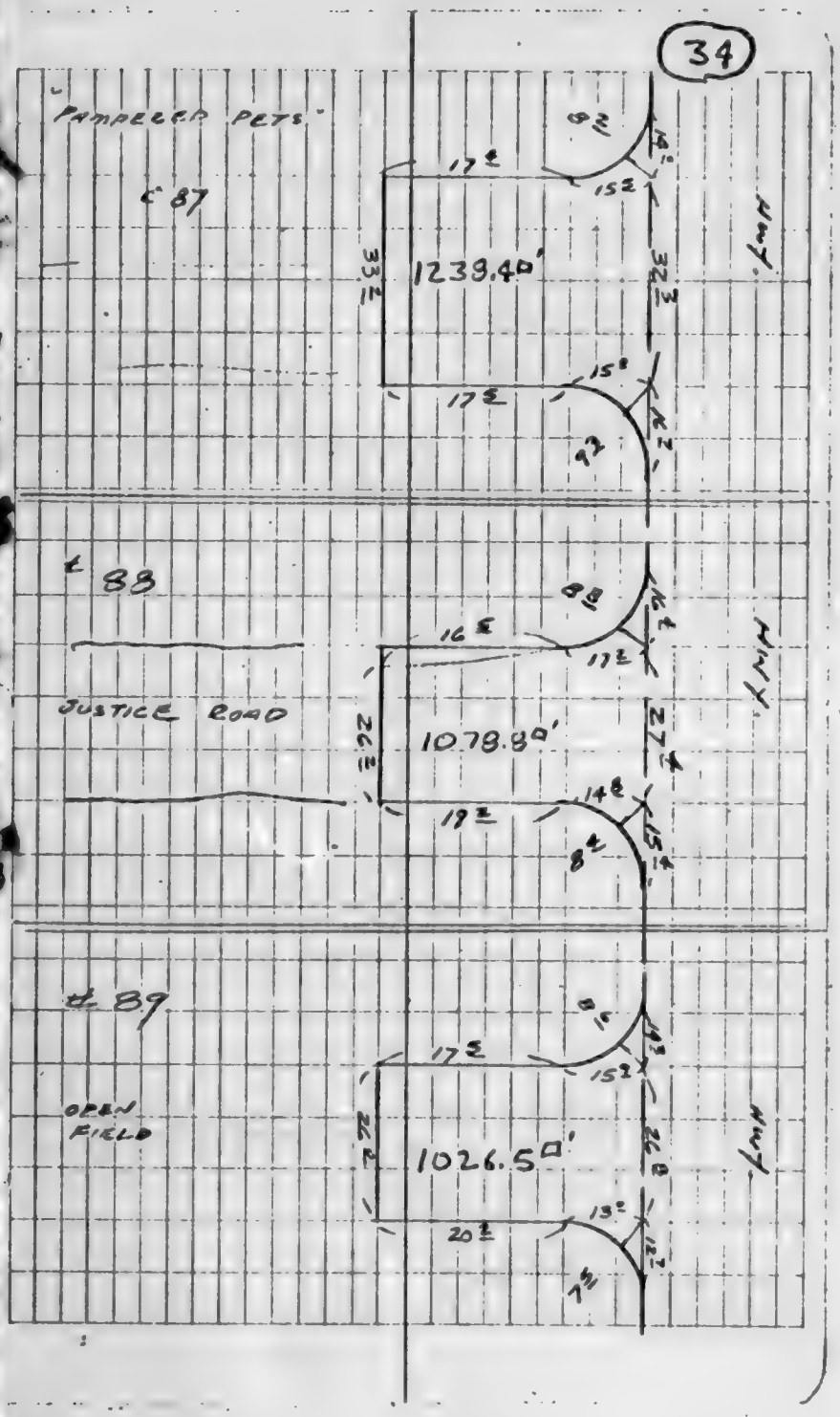
#83
INLOW
5841

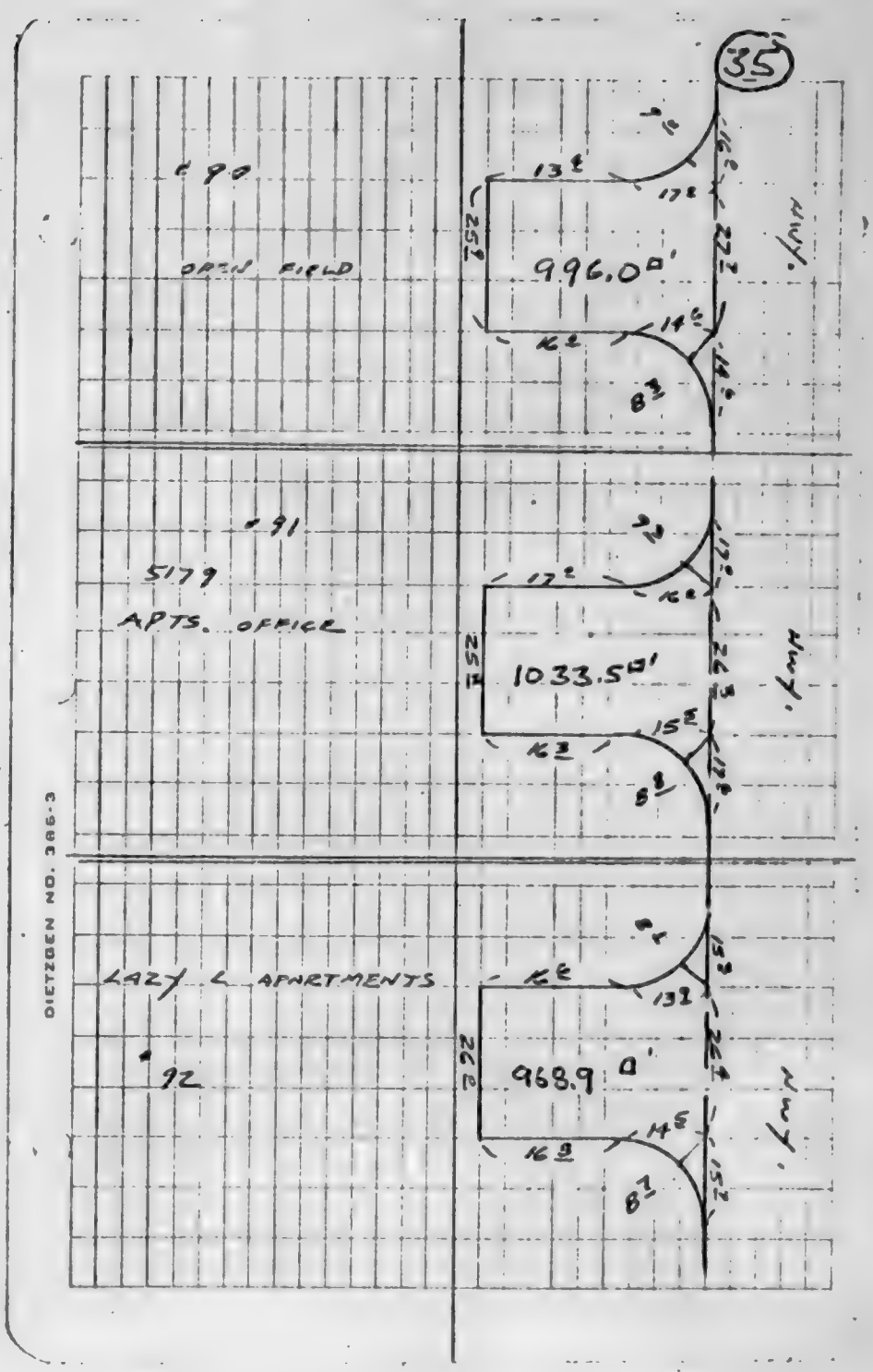
18±
7±
13±
16±
700.7 □'
17±
15±
14±
5±
Hwy.

DIETZGEN NO. 386-3


33
#84
57.59
684.7□'
#85
842.0□'
SPEEDWAY AUTO PARTS
#86
PAMPERED PETS
5685
667.9□'
HWY.
DIETZGEN NO. 386-3


34
PAMPERED PETS
#87
1239.4□'
#88
JUSTICE ROAD
1078.8□'
#89
OPEN FIELD
1026.5□'
HWY.
DIETZGEN NO. 386-3


34
PAMPERED PETS
87
1238.4 □'
33 ±
32 ±
17 ±
15 ±
9 ±
14 ±
15 ±
17 ±
9 ±
88
16 ±
17 ±
8 ±
14 ±
JUSTICE ROAD
1078.8 □'
26 ±
27 ±
19 ±
14 ±
8 ±
15 ±
89
OPEN FIELD
17 ±
15 ±
9 ±
14 ±
1026.5 □'
27 ±
26 ±
20 ±
13 ±
12 ±
Hwy.


35
90
OPEN FIELD
13 ±
17 ±
25 ±
22 ±
996.0 □'
14 ±
14 ±
K ±
B ±
91
5179
APTS. OFFICE
9 ±
17 ±
K ±
25 ±
24 ±
1033.5 □'
15 ±
K ±
8 ±
12 ±
DIETZGEN NO. 386-3
LAZY L APARTMENTS
9 ±
15 ±
K ±
13 ±
92
26 ±
968.9 □'
14 ±
K ±
15 ±
8 ±
Hwy.

36

824.9 D'

1136.7

1052.6

#95

FOUR COPIERS REPAIR

#94

#93

DIETZGEN NO. 386-3

37

995.9 D'

861.6

HUNTERS TAVERN

MACK TRUCKS

#96

#97

#98

AUSTIN KING. NEW SHOP

CH. TO KING

1340.2 D'

DIETZGEN NO. 385-3

37

MACK TRUCKS

℄96

995.9□

21±

11±

93

32±

19±

9±

11±

℄97

861.6

15±

11±

10±

32±

11±

13±

12±

HUNTERS TAVERN

℄98

AUSTIN KING.
NEW SHOP

CH. TO KING

1340.2□'

26±

17±

18±

43±

14±

21±

10±

30±

38

GOODYEAR
MEDFORD TIRE

℄99

CH. TO OTHERS

1312.6□

19±

30±

16±

31±

748.7□'

℄100

BELL 4" GAS
22 CUSTOMERS BY
GAS LINE

14±

9±

℄101

ROBBINS

4247

817.2□'

22±

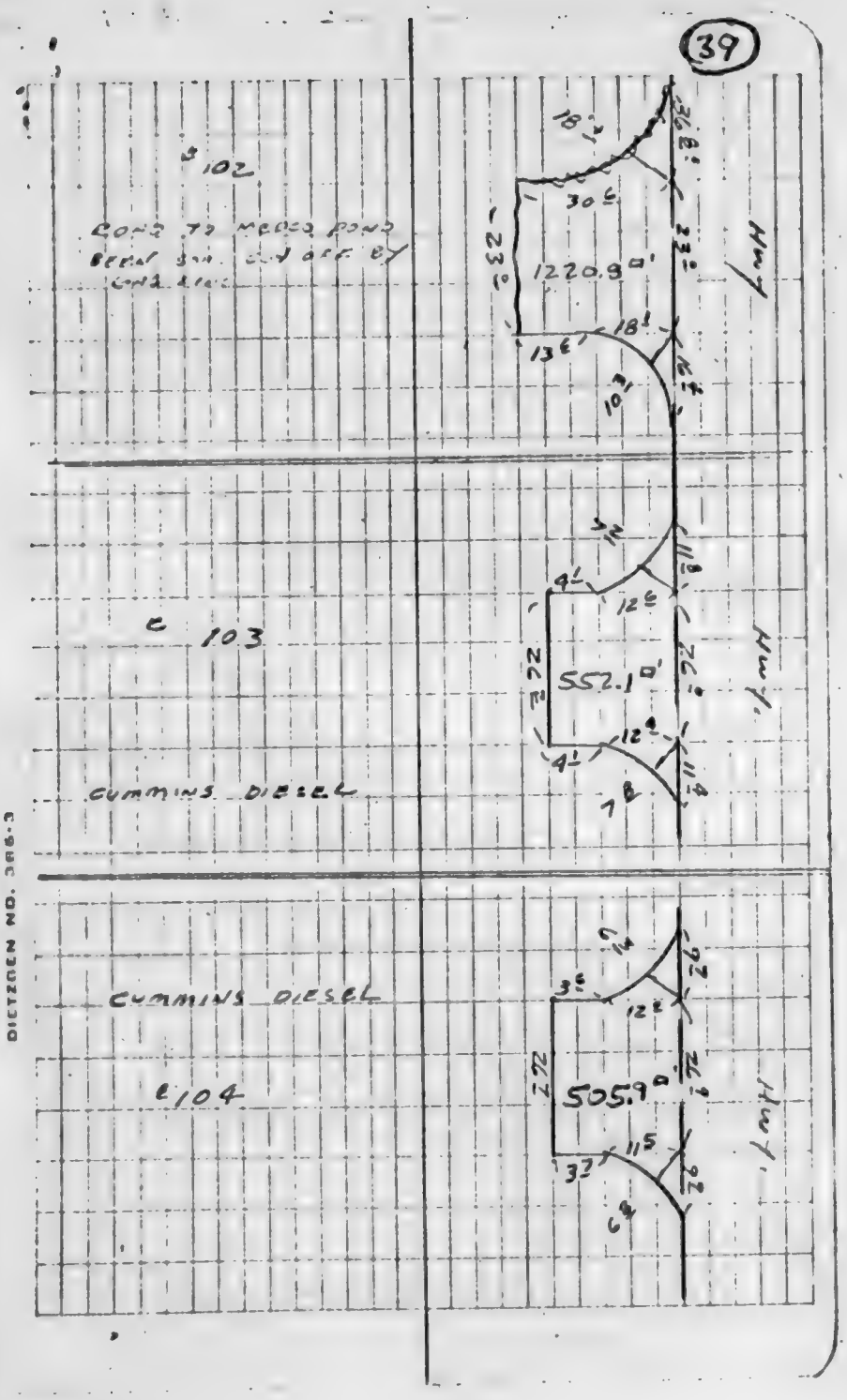
14±

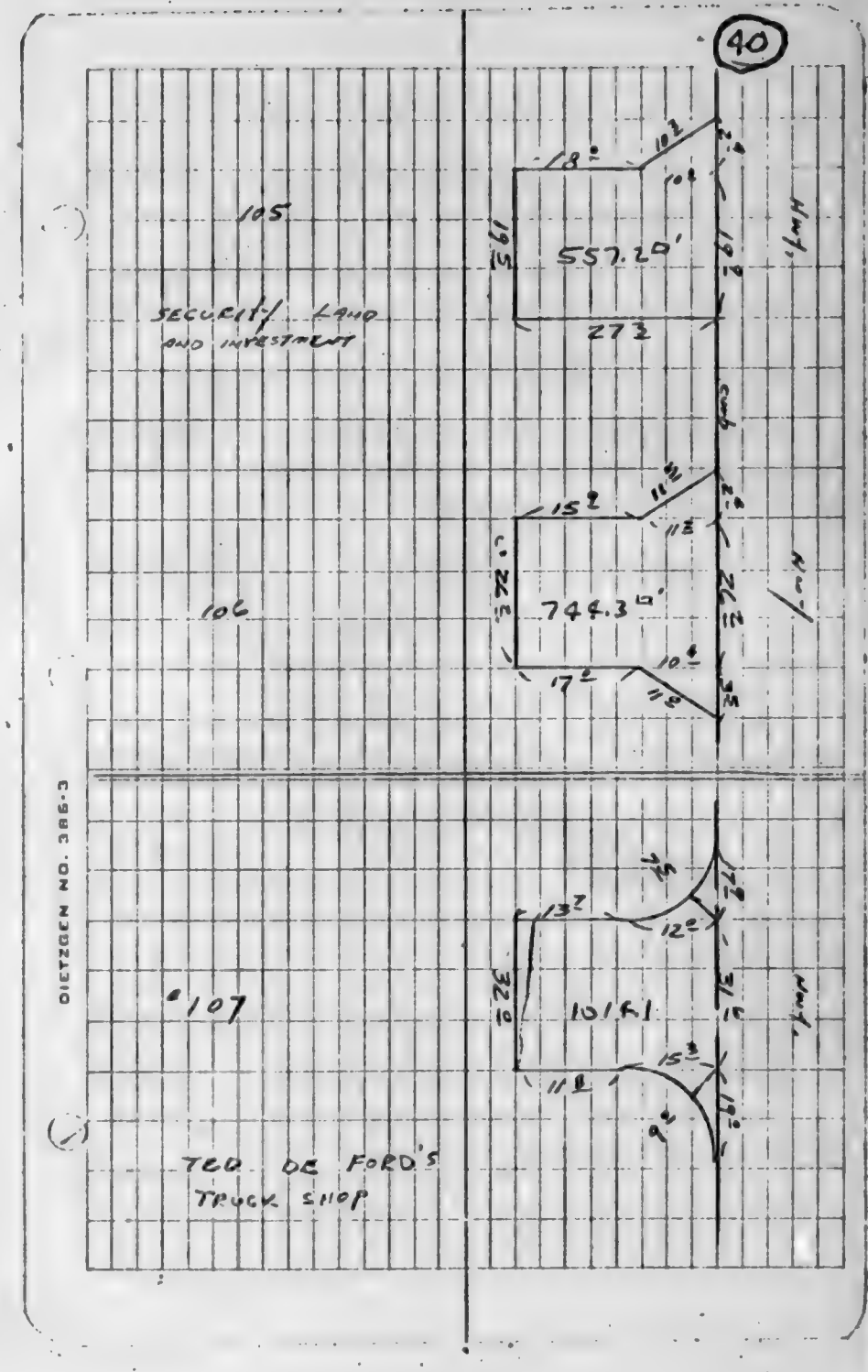
16±

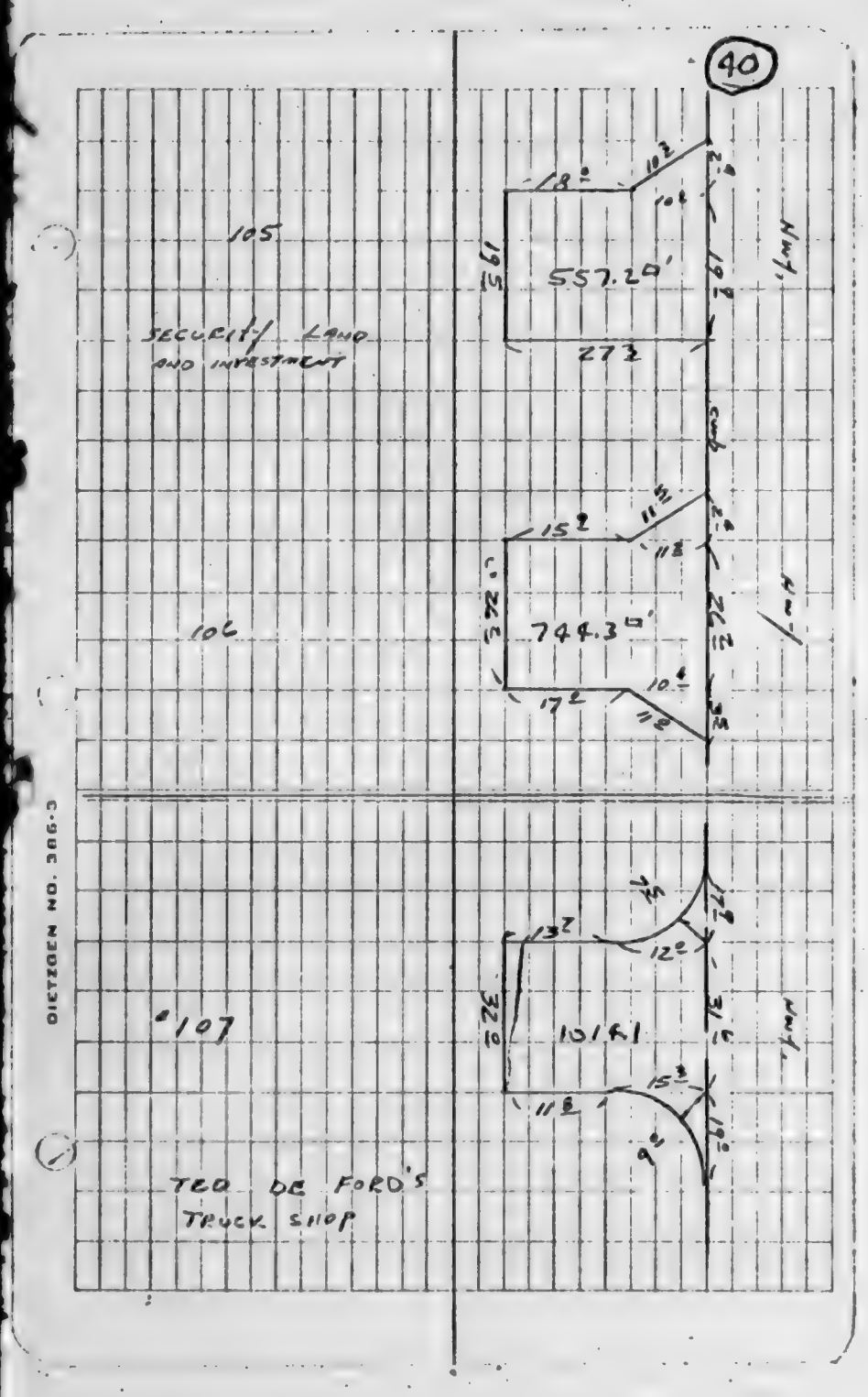
19±

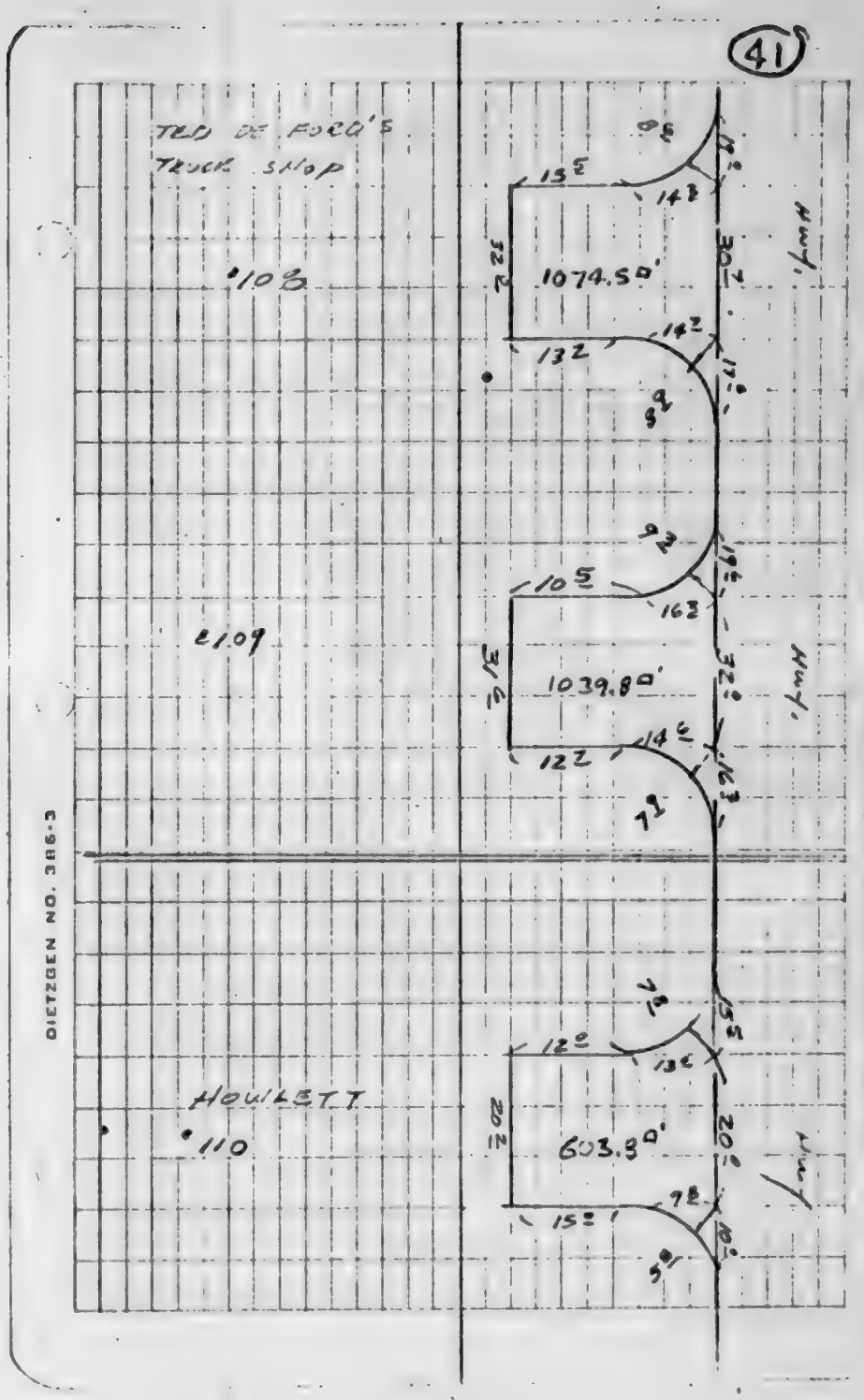
10±

DIETZGEN NO. 388-3


39
102
CONC TO MEDCO POND
BERM SHR. C.L. OFF. BY
CONC. RAIL
103
CUMMINS DIESEL
CUMMINS DIESEL
104
DIETZGEN NO. 386-3
Hwy 7
1220.9 a'
552.1 a'
505.9 a'
36 E'
23°
30 E'
18'
13 E'
10'
11 E'
12 E'
4'
7 E'
9'
3'
6 E'
11 E'
3 E'
22 E'


40
105
SECURITY LAND
AND INVESTMENT
106
107
TED DE FORD'S
TRUCK SHOP
DIETZGEN NO. 386-3
Hwy 1
557.2 a'
744.3 a'
1014.1
27 E'
19 E'
8'
10'
15 E'
11 E'
17 E'
10 E'
13 E'
12 E'
32 E'
9'


40
105
SECURITY LAND AND INVESTMENT
557.20'
27±
curb
Hwy.
106
744.3□'
107
1018.1
TED DE FORD'S TRUCK SHOP
DIETZGEN NO. 386-3


41
TED DE FORD'S TRUCK SHOP
108
1074.50'
109
1039.8□'
HOULETT
110
603.8□'
Hwy.
DIETZGEN NO. 386-3

7-2

#111
GRASS HOUSE
3635?

711.1□

#112

651.60'

#113
3731
SALOFF T

560.9

DIETZGEN NO. 386-3

43

#114

770.90'

#115

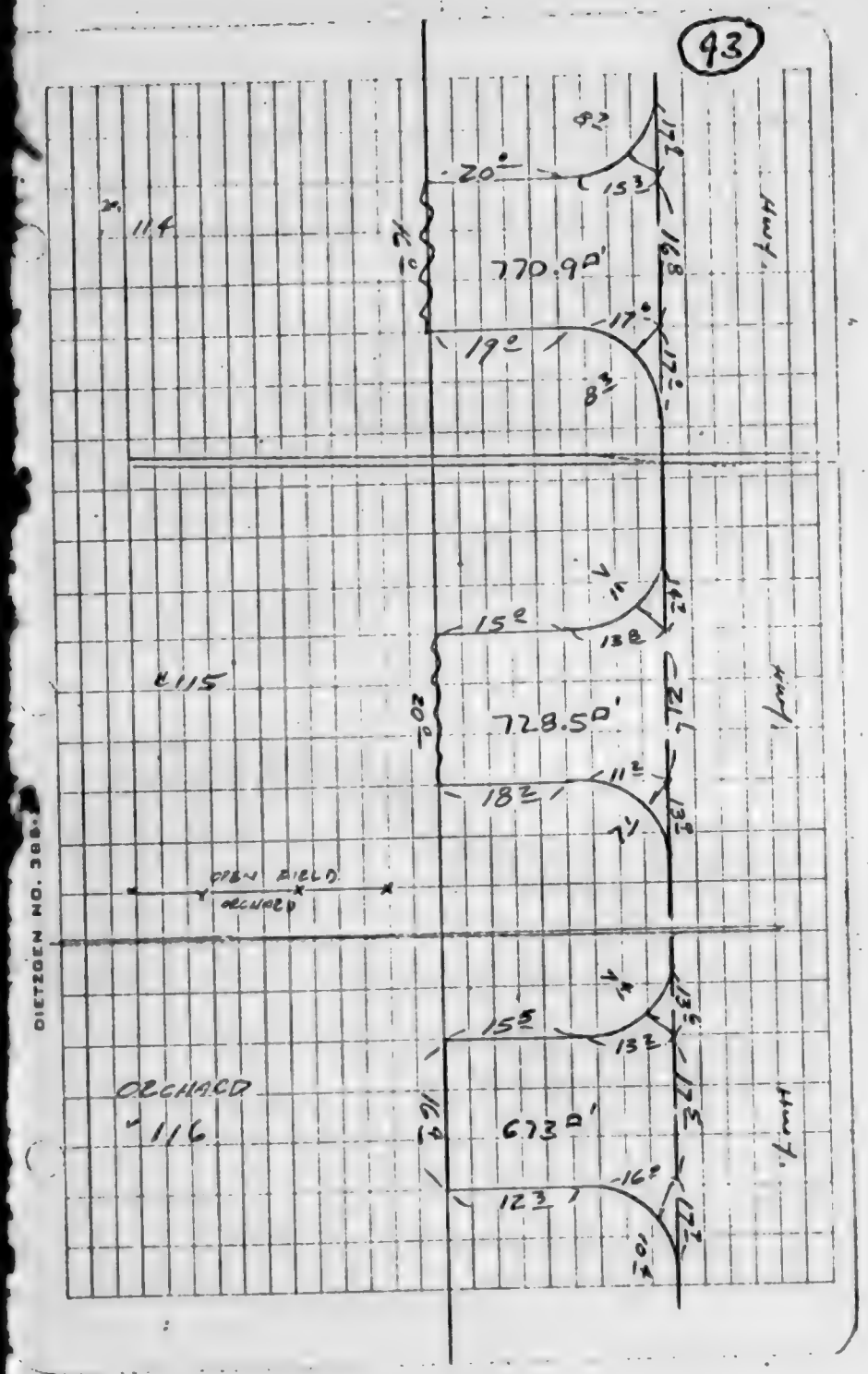
728.50'

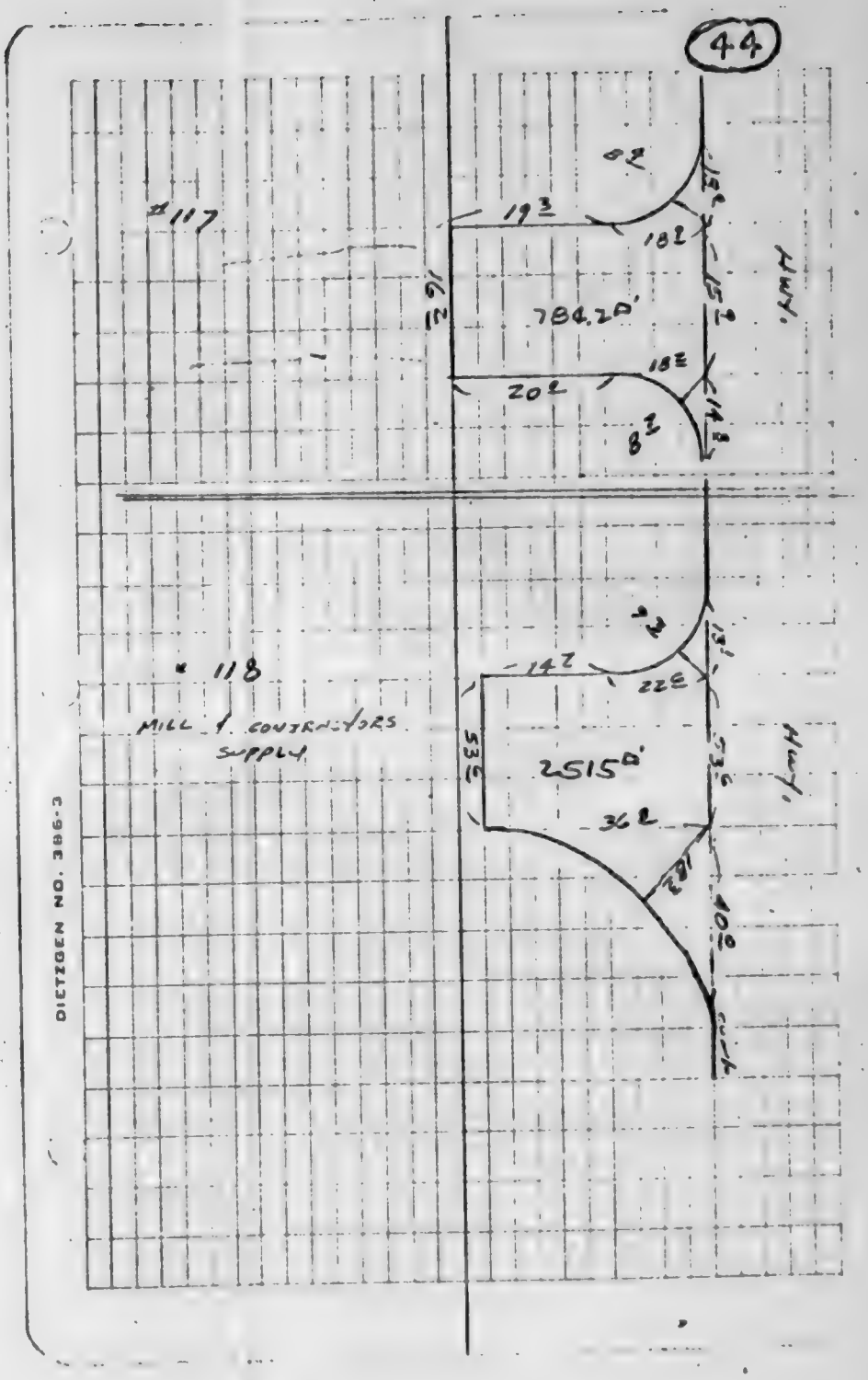
OPEN FIELD
ORCHARD

ORCHARD
#116

673□'

DIETZGEN NO. 386-3


43
#114
770.9D'
#115
728.5D'
OPEN FIELD
ORCHARD
ORCHARD
#116
673D'
DIETZGEN NO. 386-3


44
#117
784.2D'
#118
MILL & CONTRACTORS SUPPLY
2515D'
DIETZGEN NO. 386-3

45

#119

855.4□'

#120

WALL FOLD TRACTOR

908□'

#121

McLAUGHLIN PLUMBING & HEATING

868.5□'

DIETZGEN NO. 386-3

46

#122

1052.9□'

BETTY'S PET SALON

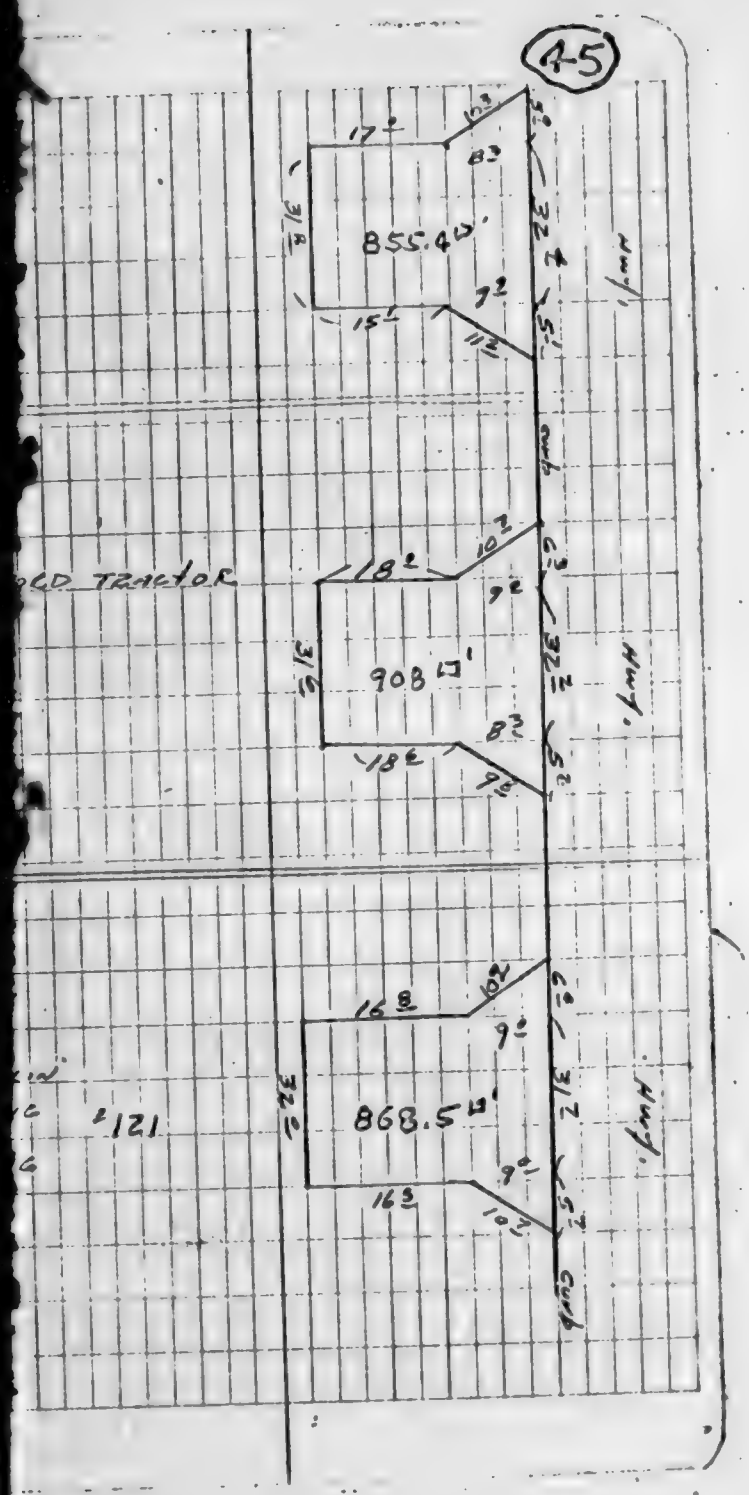
#123

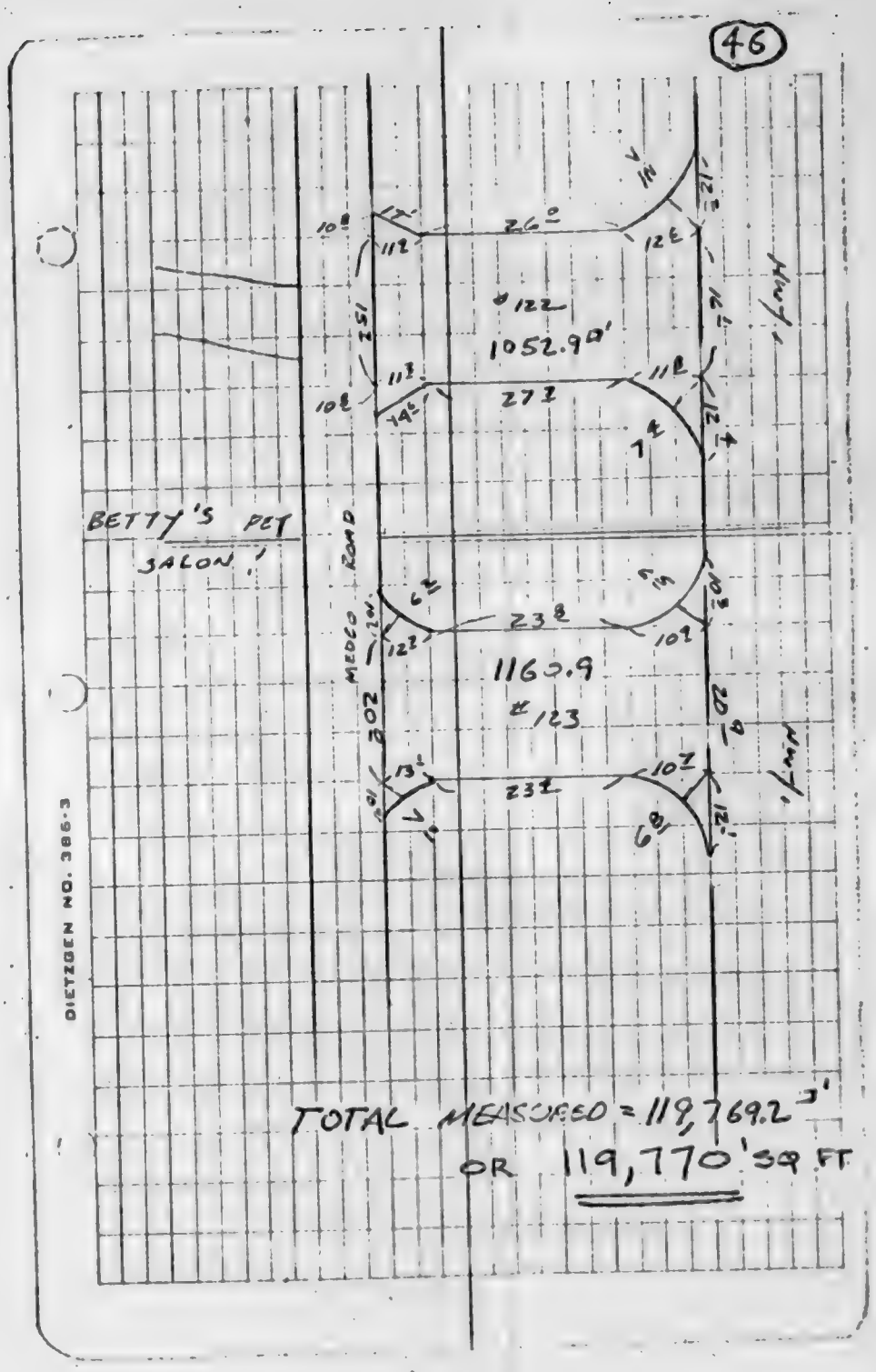
1160.9

DIETZGEN NO. 386-3

TOTAL MEASURED = 119,769.2

OR 119,770'59





TOTAL MEASURED = 119,769.2 □'

OR 119,770'39 FT

RECEIVED
JUL 31 1967
FOR FILING

I-IM 47(9)

6670

July 31, 1967

1821

Mr. Norman B. Kobin
Kobin and Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Dear Mr. Kobin:

Re: Antelope Creek-Medford Section
Contract No. 6670

Further reference is made to your July 12 letter to Mr. Floyd Query. In the way of explanation of the factors considered relating to the contractor's request for time extension on this project, we attach a copy of a June 27 letter we sent to the contractor. Some of the information you seek is set forth in this letter.

The project completion date of record is November 22, 1966. This is the date on which the contract work was completed. Formal acceptance by the Highway Commission was in April, 1967. The liquidated damages were compiled in accordance with the contract specifications.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachment

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK 1821
Floyd Query
G. E. Rohde
F. D. Morgan

RECEIVED
JUL 18 1967
FOR FILING

-47(7)
6670

July 14, 1967

Kobin and Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Attention: Mr. Norman B. Kobin

Gentlemen:

Your letter of July 12 mentions reports or other writings of field personnel concerning an extension of time to Warren Northwest on Contract No. 6670.

As you know, contracts, agreements, minutes, and other official actions by the Commission are considered as public records. There are, however, a group of papers in which there is considerable doubt as to whether they can be considered as public records. Included in this latter category may be some of the material that you request.

For this reason, I am forwarding your letter to our Chief Counsel, Mr. George Rohde, for his advice in the matter.

I note that you have sent a copy of your letter to Mr. F. B. Klaboe, which I assume was sent to him regarding the request for information as to when the liquidated damages were computed.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm

cc F. B. Klaboe
George Rohde

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN

LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

223-1108

July 12, 1967

Mr. Floyd Query
Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Re: Contract No. 6670
Antelope Creek-Medford Section
Crater Lake Highway
Warren Northwest, Contractor

Dear Floyd:

The Commission has extracted a substantial sum from the earnings of my client on the noted job by way of liquidated damages. I have been requested to look into the legal aspects of this and to determine whether or not there should be any further relief granted.

By letter of March 15, 1967, you advised my client that the Commission had considered its request for time extensions and had allowed approximately 8 days.

I would ask that you forward to me any writings which are available to you in the nature of recommendations or reports of the field personnel commenting on the requests for extensions of time. I would further ask that any recommendations or reports of the Salem office engineering staff also be made available to me for my appraisal.

I would further request information as to whether liquidated damages were computed at the time of substantial completion with beneficial use by the public, or whether the liquidated damages were computed to the date of final job polishing or acceptance by the field engineering crews or the Highway Commission.

Mr. Floyd Query July 12, 1967

Your immediate attention to this matter would be appreciated.

Very truly yours,

KOBIN & MEYER

Norman B. Kobin

NBK/dc

cc - Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

cc - Mr. David D. Mengel
Warren Northwest
P. O. Box 20337
Portland, Oregon 97220

RECEIVED
JUL 13 1967
OREGON
STATE HIGHWAY COMMISSION

FORM E-188X 80M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JUL 17 1967
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 12, 1967

Warren Northwest
PO Box 20337
Portland, Oregon 97220

Re: Lighting Claim
Antelope Creek
Medford Section-Crater Lake Highway
Contract # 6670

ATTENTION: Mr. Glenn P. Snyder
Chief Engineer

Gentlemen:

In response to your June 16 letter concerning reimbursement for certain temporary lighting costs at the drainage structure detours, I cannot agree with your conclusion that this lighting is compensable in accordance with Section 7-30. Section (C) 2 speaks of "guide signs" and then subsequent to the part you quote defines the eligible guide signs quite specifically as follows: "those markers, signs and barricades which are described and set forth in Part I D-Guide Signs of the AASHO Manual on Uniform Traffic Control Devices for Streets and Highways, dated June, 1961, and subsequent revisions." As I understand the lighting which was installed in this case, it does not come within this definition and is not in the cited section of the Manual which was in effect at the time.

The lighting would be a "protective and directional measure" as discussed and required in (a) of section 7-30 but the compensation section (c), limits reimbursement to specific situations including the defined "guide signs".

It is unfortunate that a more clear understanding was not reached at the time this lighting was installed but since we now have to judge the merit of this claim within the framework of our specifications I find no basis on which we should pay it.

Very truly yours,

F. D. Morgan
Construction Engineer

By: John A. Bond
John A. Bond
Staff Assistant

NOTED
F. B. KLABOE

JAB:ss
cc: F. B. Klaboe
L. R. Chandler - Attn:
John Quiner

RECEIVED
JUN 27 1967
FOR FILING
5:04-47(1)
6670

June 27, 1967

Warren Northwest
Post Office Box 20337
Portland, Oregon 97220

Attention Mr. Glenn P. Snyder
Chief Engineer

Gentlemen:

Re: Antelope Creek-Medford Section
Contract No. 6670
Second Time Extension Request

Your May 26 letter and form request for an extension of time on this project have been forwarded to this office after being considered by our Construction Division personnel. For the most part, this request is the same as your earlier request which was acted upon by the Highway Commission on March 14, 1967. We have reviewed the analysis made at that time and our comments are as follows:

(1) The additional quantity to which you refer is apparently concerned with concrete curb work. The actual total final contract quantity overran some 13 cubic yards but the unplanned curb work was apparently accomplished concurrently with other items. Several major items underran and the overall project underran six percent.

(2) Six additional calendar days were included in the first extension for the extra time involved in the revision of the Crater Lake Avenue Connection.

(3) The extension already granted also included two calendar days as requested for the two holiday shutdowns.

(4) A contract special provision calls attention to the necessity of maintaining irrigation flows.

(5) Traffic and/or weather conditions are not valid reasons for time extension under the applicable specifications.

(6) The asphaltic concrete quantity overrun amounted to about 700 tons which represents only one percent of the bid quantity. This is not excessive and the overrun is also related to item (2) for which some time was granted.

(7) The alleged delay from utility poles is the only new reason you have presented. We note that the grading was 83 percent complete by mid-November and had been intermittently interrupted by adverse weather by that time. The grading work in the vicinity of the poles was light and, in the opinion of our field engineers, the presence of the poles did not actually impose a delay. We cannot recommend any additional time beyond the eight calendar days which have already been granted.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

JAB:ss srb

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 22, 1967

To: Mr. F. B. Klaboe
Assistant State Highwan Engineer
BUILDING

SUBJECT: Extension of Time
Antelope Creek - Medford Section
Crater Lake Highway
Contract 6670

The Highway Commission at their meeting on March 14, 1967, approved a request for an extension of time on the subject contract. The contractor, Warren Northwest, was notified of this decision on March 15.

The extension that was granted left 75 penalty days and $15,000 in liquidated damages in force. The contractor's request had been for all of the liquidated damages time (83 penalty days).

On April 7, the contractor wrote to the Highway Commission secretary indicating that they had not "brought out all the facts that we should have to support our cause." We have now received another request for additional time. It includes virtually the same reasons and one more has been added. The reasons given by the contractor, which are identical to his first request have been reviewed and we can find no reason to change our earlier recommendation.

The one new item included by the contractor involves an alleged 20 day delay caused by the presence of some power poles in the contract area. There was a delay of approximately one month in moving these poles over what the power company had indicated at the preschedule conference. This contract was awarded August 17, 1965, and the power relocation was complet by mid-November and the grading was 83% completed by then. The resident engineer indicates that the contractor was able to work around the poles with no appreciable delay to the overall project since only light grading was involved.

We cannot recommend any additional time over what has been granted by the Commission and since this request is very nearly identical (almost verbatim) we see no point in taking it to the Commission. We have prepared the attached rough draft reply to the contractor accordingly.

RECEIVED
JUN 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By: John A. Bond
John A. Bond
Staff Assistant

JAB:ss

WARREN Northwest
A DIVISION OF WARREN BROTHERS COMPANY
P. O. BOX 20037 · PORTLAND, OREGON 97220

BRANCHES:
PORTLAND · BEAVERTON · STAFFORD · CANBY
TELEPHONE 255-5670

May 26, 1967

Re: Antelope Creek - Medford
Crater Lake
Jackson County
Contract #6670
F.A. Project No. S-SU-47(9)

Warren Northwest respectfully request the Highway Commission to allow the time extention on subject project for the reasons as outlined below. We feel the following listed conditions and changes delayed and prevented completion of the work and required the additional time requested:

1. State Highway Department's addition of added quantities submitted to Warren Northwest on or about August 31, 1966 requiring an estimated fifteen (15) days for completion.

2. Order for Extra Work, dated August 9, 1966, submitted by the Highway Department to Warren Northwest on August 24, 1966 ordering work done on Crater Lake Avenue connection requiring an additional fifteen (15) days.

3. Two (2) days loss of time caused by the Highway Department's requesting shut down for holiday traffic on Labor Day, September 5, 1966, and Independence Day, July 4, 1966.

4. Fifteen (15) days delay caused by unexpected unseasonable irrigation flow by Rogue Valley Irrigation District preventing placement by Warren Northwest of necessary drainage installations necessary to complete main line construction work. Warren Northwest had no way to control or suspend this particular activity of the Rogue Valley Irrigation District.

5. Seven (7) days loss resulting from congested traffic and fog conditions requiring extraordinary precautions to be taken in working conditions thus preventing continuous work near or adjacent to the traffic.

6. Ten (10) days additional time required to complete overrun of asphaltic concrete paving item.

7. Twenty (20) days additional required to complete grading operations due to the delay in removal of power poles throughout project. It was indicated in the preconstruction conference that the power pole installations would be removed by October 15, 1965. This work was not completed until on or about November 15, 1965, thus the reason for delay in completing our grading operation.

The foregoing sets forth a need of eighty-four (84) days. Working overtime and double time, under foul weather conditions, the corporation did perform its contract and added committments. Incidental to this request, the corporation would appreciate some consideration given to the fact that the unforeseen heavy traffic on Highway 62 created many difficulties in operations and temporary suspensions which, when taken individually, have little significance, but when taken in their totality caused several days of unforeseeable loss of time.

Warren Northwest, A Division
of Warren Brothers Company

David D. Mengel

David D. Mengel
Division Vice President

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 26, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Aug. 31, 1966 days to Nov. 23, days, within which to complete our Contract No. 6670, without the assessment of liquidated damages. The said contract is described as follows:

Antelope Creek-Medford Section, Crater Lake Highway, Jackson County, F.A.S-SU-47(9)

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached

Respectfully submitted,

WARREN NORTHWEST, A Division
of Warren Brothers Company
Contractor

By Dave D. Mengel Div. Vice President

CONSENT OF SURETY

Date May 26, 19 67

We, Federal Insurance Company

601 California Street, San Francisco, California, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Lawrence I. Dixon
Attorney-in-fact

(SEAL)

Lawrence I. Dixon
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6670 Contractor Warren Northwest, A Division of Warren Bros. Co.

Highway Crater Lake

Section Antelope Creek-Medford

Kind of Work Grading, Paving and signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Recommended for Approval:

John Cooper BT
Asst.
Division Engineer

Construction Engineer or
Bridge Engineer

State Highway Engineer

Contract No.	6670
Project designation	S-STA-47(9) (State-Federal)
Date awarded	8-17-65
Work started	8-26-65
Per cent completed	100% 11-22-66 (Date)
No. of Workdays Allowed	Sept. 8, 1966 (379)
No. of Workdays Used	462 11-22-66
No. of Added Workdays Requested	84

SP*6296-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 26, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Aug. 31, 1966. days to Nov. 23, days, within which to complete our Contract No. 6670, without the assessment of liquidated damages. The said contract is described as follows:

Antelope Creek-Medford Section, Crater Lake Highway, Jackson County, F.A.S-SU-47(9)

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached

Respectfully submitted,

WARREN NORTHWEST, A Division
of Warren Brothers Company
Contractor

By David D. Mengel Vice President

CONSENT OF SURETY

Date May 26, 19 67

We, Federal Insurance Company

601 California Street, San Francisco, California, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Lawrence I. Dixon
Attorney-in-fact

(SEAL)

Lawrence I. Dixon
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6670 Contractor Warren Northwest, A Division of Warren Bros. Co.

Highway Crater Lake

Section Antelope Creek-Medford

Kind of Work Grading, Paving and signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

John Dougan
Division Engineer

Construction Engineer or
Bridge Engineer

State Highway Engineer

Contract No.	6670
Project designation	S-SU-47(9) (State-Federal)
Date awarded	8-17-65
Work started	8-26-65
Per cent completed	100% 11-22-66 (Date)
No. of Workdays Allowed	Sept. 8, 1966 (379)
No. of Workdays Used	462 11-22-66
No. of Added Workdays Requested	84

SP*6230-734

E-320 (Rev.)—6M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 26, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Aug. 31, 1966. days to Nov. 23, days, within which to complete our Contract No. 6670, without the assessment of liquidated damages. The said contract is described as follows:

Antelope Creek-Medford Section, Crater Lake Highway, Jackson County, F.A.S-SU-47(9)

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached

Respectfully submitted,

WARREN NORTHWEST, A Division
of Warren Brothers Company
Contractor

By David D. Mengel Vice President

CONSENT OF SURETY

Date May 26, 19 67

We, Federal Insurance Company

601 California Street, San Francisco, California, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Lawrence I. Dixon
Attorney-in-fact

(SEAL)

Lawrence I. Dixon
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6670 Contractor Warren Northwest, A Division of Warren Bros. Co.

Highway Crater Lake

Section Antelope Creek-Medford

Kind of Work Grading, Paving and signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

John Cooper
Division Engineer

Construction Engineer or
Bridge Engineer

State Highway Engineer

Contract No.	6670
Project designation	S-SU-47(9) (State-Federal)
Date awarded	8-17-65
Work started	8-26-65
Per cent completed	100% 11-22-66 (Date)
No. of Workdays Allowed	Sept. 8, 1966 (379)
No. of Workdays Used	462 11-22-66
No. of Added Workdays Requested	84

SP*6206-734

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 26, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Aug. 31, 1966 to Nov. 23, days, within which to complete our Contract No. 6670, without the assessment of liquidated damages. The said contract is described as follows:

Antelope Creek-Medford Section, Crater Lake Highway, Jackson County, F.A.S-SU-47(9)

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached

Respectfully submitted,

WARREN NORTHWEST, A Division
of Warren Brothers Company
Contractor

By Dana D. Mengel Vice President

CONSENT OF SURETY

Date May 26, 19 67

We, Federal Insurance Company

601 California Street, San Francisco, California, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Lawrence I. Dixon
Attorney-in-fact

(SEAL)

Lawrence I. Dixon
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6670 Contractor Warren Northwest, A Division of Warren Bros. Co.

Highway Crater Lake

Section Antelope Creek-Medford

Kind of Work Grading, Paving and signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

John Cooper
Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	6670
Project designation	S-SU-47(9) (State-Federal)
Date awarded	8-17-65
Work started	8-26-65
Per cent completed	100% 11-22-66 (Date)
No. of Workdays Allowed	Sept. 8, 1966 (379)
No. of Workdays Used	462 11-22-66
No. of Added Workdays Requested	84

RECEIVED
MAY 15 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH W. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Claim #4296
FILED
MAY 11 1967
CLAY MYERS
SECRETARY OF STATE
S-SU-47 (9)
66/6

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAY 11 8 24 AM '67
CLAY MYERS
SECRETARY OF STATE

May 10, 1967

Hubbard-Wray Company, Inc.
909 S. Riverside
Medford, Oregon 97501

NOTED ON CARD
lrh

Gentlemen:

This is to acknowledge receipt of your claim letter of May 5 and attached invoice stating that Warren Northwest owes you for equipment rental in the amount of $125.26.

You state this is in reference to the Warren Northwest, A Division of Warren Brothers Company, Contract No. 6670, for grading, paving and signing on the Antelope Creek-Medford Section of the Crater Lake Highway in Jackson County.

The Federal Insurance Company through Ward Cook - Rodgers Insurance Company, Inc., 534 SW 3rd Avenue, Portland, furnished the performance bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please inform this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Federal Insurance Company
Ward Cook-Rodgers Ins. Co., Inc.
Warren Northwest, A Division
of Warren Bros. Company
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
MAY 12 1967
OREGON
STATE HIGHWAY COMMISSION

FILED
C. W. HEAD

EARTH MOVING
LOGGING
MATERIALS HANDLING
AND INDUSTRIAL
HANDLING
EQUIPMENT

JOHN DEERE

HUBBARD-WRAY CO., INC.

909 S. Riverside - Medford, Oregon - 97501

May 5, 1967

Mr. Floyd Query
Sec. Hwy. Commission
State Highway Building
Salem, Oregon 97310

Dear Sir:

We would like to file the attached claim against the Warren North-West Contractors Company.

This is the balance due on equipment rented by Warren North-West on their White City job, contract #6670.

This rental was negotiated for by their superintendent Mr. Sam Saunders, who in recent meetings, assured us this would be paid. However, Mr. K. C. Holt, division controller, refuses to honor this bill.

We would appreciate confirmation of your receipt of this letter, and any advice on what further steps, if any, we should take to collect this bill.

Sincerely yours,

HUBBARD-WRAY CO., INC.

RECEIVED
MAY 8 - 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

Sprayers
John Deere Tractors
John Deere Implements

STATEMENT

Berkeley Pumps
Sprinkler Systems
DeLaval Milkers

HUBBARD-WRAY CO., INC.

909 So. RIVERSIDE • Phone 773-7511
MEDFORD, OREGON 97501

Warren North-West
P.O. Box 20337
Portland, Oregon

TERMS - 2% 10th of the month. 1% per month service charge on overdue accounts

DATE	INVOICE NO.	CHARGES	CREDITS	BALANCE
		BALANCE FORWARD		124.02
FEB 27 1%		1.24		125.26 *

RECEIVED
MAY 3 - 1967
OREGON
STATE HIGHWAY COMMISSION

STATEMENT

PM

LAST AMOUNT IN THIS COLUMN IS AMOUNT DUE

RECEIVED
APR 27 1967

SP*23657-724

FOR FILING
S-SU-47 (9)
6670

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1967

SUBJECT: Antelope Creek-Medford Section
Contract 6670
Lighting Claim

To: Mr. L.R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

ATTENTION: Mr. John Quiner

Under date of April 10 you forwarded some material concerning Warren Northwest's claim for $3,432.47 additional compensation for certain detour lighting at the drainage structures work. A little more information would be needed to analyze this more adequately:

1) Did the contractor give proper notice in accordance with Section 9-6 of the Standard Specifications?

2) Information submitted is a little vague as to arrangements that may have been made with the contractor at the time it was decided the lights were needed. We wonder whether the contractor understood that the lights were to be installed and maintained at his expense when the lighting work was undertaken. The cost statement submitted apparently covers only maintenance and operation, not installation.

3) The contractor states no basis upon which he is entitled to reimbursement. Mr. Snider's February 24 letter to the Resident Engineer only summarizes and transmits certain cost data.

4) From the information available, and on the assumption that we made no commitment to contribute to the cost of the lighting, I agree that we would be controlled by the provisions of Section 7-30. In substance, this specification requires that lights "and other warning, protective, and directional devices required or necessary" be provided, and then limits the things the State will compensate for to only the three specific situations listed under compensation.

At this point, I agree with your recommendation to deny but suggest you check on No. 2 above before you write to the contractor.

F.D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

RECEIVED
APR 25 1967
STATE HIGHWAY ENGR.

cc: F.B. Klaboe

JAB:sg

RECEIVED
APR 11 1967
FOR FILING

S-SU-47(9)

6670

April 10, 1967

Warren Northwest
A division of Warren Brothers Company
P.O. Box 20337
Portland, Oregon 97220

Attention: Mr. David D. Mangel
Division Vice President

Gentlemen:

This will acknowledge your letter of April 7 concerning reconsideration of a request for an extension of time on Contract No. 6670.

I believe your best course of action would be to submit whatever additional information you have through the regular channels starting with the Resident Engineer for this job.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm

cc John Bond
John Quiner

WARREN Northwest
A DIVISION OF WARREN BROTHERS COMPANY
P. O. BOX 20337 • PORTLAND, OREGON 97220

BRANCHES:
PORTLAND • BEAVERTON • STAFFORD • CANBY
TELEPHONE 255-5670

April 7, 1967

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State of Oregon
Salem, Oregon 97310

Re: Time Extension
Contract #5670

Dear Mr. Query:

We are in receipt of your letter in which the Highway Commission extended our completion date to September 8, 1966.

At this time we would like to have the opportunity to reevaluate the circumstances and submit another request for extension. We don't feel that we have brought out all the facts that we should have to support our cause.

I have talked to Division in Roseburg and also John Bond in Construction. It was Division's thought to write you letting you know of our intent.

Very truly yours,

David D. Mengel

David D. Mengel
Division Vice President

cc: John Quiner
Assistant Division Engineer
Roseburg, Oregon

John Bond
Construction Department
Oregon State Highway Department
Salem, Oregon

RECEIVED
APR 10 1967
OREGON
STATE HIGHWAY COMMISSION

APR 7 - 1967

S-511-47 (9)

6670

April 6, 1967

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 6670 awarded to Warren Northwest, a Division of Warren Bros. Company, for grading, paving, and signing on the Antelope Creek-Medford Section of the Crater Lake Highway in Jackson County was completed on November 22, 1966, and accepted by the Highway Commission on April 4, 1967.

Final payment in the amount of $100,426.46 will be released to the contractor after April 13, 1967. The total contract amount is $1,459,356.48 including $26,256.58 for work performed under force account.

You have been advised previously of a claim filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Warren Northwest
A Division of Warren Bros. Co.
P.O. Box 20337
Portland, Oregon

Ward Cook-Rodgers Insurance Co.
534 S.W. 3rd Avenue
Portland, Oregon 97204

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
APR 5 - 1967
FOR FILING

6-4-67(4)
6670

April 4, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 22, 1966, on Contract No. 6670. The contract was with Warren Northwest, a Division of Warren Brothers Company and was for grading, paving and signing on the Antelope Creek-Medford Section of the Crater Lake Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 4, 1967 and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
L. R. Chandler

srb jw

RECEIVED
APR 12 1967
FOR FILING

C-SU-47 (9)

6670

March 15, 1967

Warren Northwest, a Division
of Warren Bros. Company
P. O. Box 20337
Portland, Oregon

No. 2

Gentlemen:

The State Highway Commission at its meeting on March 14, 1967, considered your request for an extension of time on Contract No. 6670 on the Antelope Creek-Medford Section of the Crater Lake Highway in Jackson County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to September 8, 1966.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: L. R. Chandler
Bill Brown
L. H. Young
F. D. Morgan
C. H. Maison

FOR FILING
5-5-1-47 (7)
4627

February 2, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 2
March 14, 1967 meeting

Gentlemen:

Warren Northwest, a Division of Warren Brothers Company, contractor on the Antelope Creek-Medford Section of the Crater Lake Highway in Jackson County, Contract No. 6670, requests an extension of the specified contract completion date from August 31 to November 23, 1966. The contractor's request cites as reasons for the delay additional quantities of concrete curb and asphalt paving, ordered work stoppage over two holiday weekends, delay when irrigation water usage prevented work on certain drainage structures, interruptions from foggy weather and heavy traffic, and work added to the contract for reconstruction of the Crater Lake Avenue connection.

The actual quantity of concrete curb did not overrun the bid item and the paving overran only about one percent. The overall contract work was completed reasonably close to the contract amount. The necessity of maintaining the water flow during the irrigation season was set forth by a contract provision. The prevailing weather and traffic conditions could be anticipated and are not a valid reason for extension. The contractor was ordered to suspend his roadway operations on the 4th of July and Labor Day weekends. An extension of two calendar days for this reason is justified. A change in plan did cause the contractor some additional work that slowed his overall progress when the Crater Lake Avenue connection was modified. An extension of six calendar days for this reason is justified.

This project was completed November 22, 1966, 83 calendar days beyond the specified completion date. We recommend that an

extension of eight calendar days be allowed. This will extend the completion date to September 8, 1966, and will leave $15,000 in liquidated damages.

This is a Federal-aid secondary project. This matter will be presented for your consideration at the March 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

JAB:sg bg

D-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 27, 1966.

Gentlemen:

We, the undersigned, respectfully request an increase in the completion date from 8/31/66 days to 11/23/66 days within which to complete our Contract No. 66 70, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See Attached Letter

Respectfully submitted,

WARREN NORTHWEST, A Division of Warren Brothers Company
Contractor

By Ken Saunders
Ken Saunders, Project Superintendent

CONSENT OF SURETY

Date January 3, 1967

We, FEDERAL INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Lawrence P. Dinan
Attorney-in-fact

(SEAL)

S. C. Shaffer
Resident Agent

B-320 (Rev.)—6M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 27, 1966.

Gentlemen:

We, the undersigned, respectfully request an increase in the ~~number of workdays~~ completion date from 8/31/66 ~~days~~ to 11/23/66 ~~days~~ within which to complete our Contract No. 66 70, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See Attached Letter

Respectfully submitted,

ACKNOWLEDGMENT OF ANNEXED INSTRUMENT

STATE OF CALIFORNIA
COUNTY OF San Francisco } ss.:

On this 3rd day of January in the year one thousand nine hundred and sixty-seven before me, Bianca P. Pera, a Notary Public in and for the County of San Francisco residing therein, duly commissioned and sworn, personally appeared Lawrence P. Dixon known to me to be the Attorney In Fact of FEDERAL INSURANCE COMPANY, the Corporation that executed the within instrument, and also known to me to be the person who executed the within instrument on behalf of the Corporation therein named and acknowledged to me that such Corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal in the County of San Francisco the day and year in this certificate first above written.

Bianca P. Pera
Notary Public in and for the County of San Francisco State of California

My Commission expires September 14, 1969

BIANCA P. PERA
NOTARY PUBLIC - CALIFORNIA
CITY AND COUNTY OF
SAN FRANCISCO

SF-670

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6670 Contractor Warren Northwest

Highway Crater Lake

Section Antelope Creek-Medford

Kind of Work Grading, Paving and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Extension in amount of 2 calendar days for ordered stop work time on July 4 and Labor Day weekends, plus 6 calendar days for the extra work modifying Crater Lake Avenue connection, for a total of 8 calendar days are recommended. This extends completion date to September 8, 1966.

Recommended for Approval:

John Dyment
Division Engineer

John B. Bond
Construction Engineer or Bridge Engineer

J. K. Knapp
Assistant State Highway Engineer

Contract No.	6670
Project designation	S-SS-47 (9) State-Federal
Date awarded	8/17/65
Work started	8/26/65
Per cent completed	100%
Spec. Completion Date / No. of Workdays Allowed	Date 8/31/66
Completion Date / No. of Workdays Used	11/22/66
No. of Added Workdays Requested	84

SP-0206-734

Certified Copy of

POWER OF ATTORNEY

Know all Men by these Presents, That the FEDERAL INSURANCE COMPANY, 90 John Street, New York, New York, a New Jersey Corporation, has constituted and appointed, and does hereby constitute and appoint

Cecil O West, George McClellan, Lawrence P. Dixon, L. K. Hall and Dean L. Beck of San Francisco, California - - -

CITY AND COUNTY OF NEW YORK: ss

I, the undersigned, Assistant Secretary of the FEDERAL INSURANCE COMPANY, do hereby certify that the following is a true excerpt from the By-Laws of the said Company as adopted by its Board of Directors on March 11, 1953 and amended January 2, 1964 and that this By-Law is in full force and effect.

"ARTICLE XIX.

Section 2. All bonds, undertakings, contracts, powers of attorney, and other instruments other than as above, for and on behalf of the Company which it is authorized by law or its charter to execute, may and shall be executed in the name and on behalf of the Company either by the Chairman or the Vice-Chairman or the President or a Vice-President, jointly with the Secretary or an Assistant Secretary, under their respective designations, except that any one or more officers or attorneys-in-fact designated in any resolution of the Board of Directors or the Executive Committee, or in any power of attorney executed as provided for in this section, may execute any such bond, undertaking or other obligation as provided in such resolution or power of attorney."

And I further certify that I have compared the foregoing copy of the POWER OF ATTORNEY with the original thereof and the same is a correct and true copy of the whole of said original Power of Attorney and that said Power of Attorney has not been revoked.

And I further certify that said FEDERAL INSURANCE COMPANY is duly licensed to transact fidelity and surety business in each of the States of the United States of America, Puerto Rico, and each of the Provinces of the Dominion of Canada with the exception of Prince Edward Island; and is also duly licensed to become sole surety on bonds, undertakings, etc., permitted or required by the laws of the United States.

Given under my hand and seal of said Company at New York, N. Y., this 3rd day of January, 1967

Assistant Secretary

FORM E-30 6ON 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1967

RECEIVED
JAN 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Extension of Time
Antelope Creek-Medford Section
Crater Lake Highway
Contract No. 6770

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a request from Warren Northwest, contractor on the subject contract, for an extension of the specified completion date from August 31 to November 23, 1966. The contractor's request is based on several items:

1. (a) Additional concrete curb added to the contract.
(b) Additional work added to the contract by force account concerning the construction of the Crater Lake Avenue connection.

2. A shut down over the Fourth of July and Labor Day holiday weekends.

3. A delay in culvert work during the time that irrigation flows could not be interrupted.

4. A delay caused by the necessity for careful handling of heavy traffic in extensive fog.

5. An overrun in asphalt concrete.

Our analysis and recommendations are as follows:

1. (a) Three sections of concrete curb were added to the original amount shown on the plant, but the actual total final quantity was within the bid quantity. This work was also performed in conjunction with the contractor's other operations and therefore no extension is justified.

1. (b) There was a change in the plan for the Crater Lake Avenue connection which did cause the contractor some additional work and definitely interrupted his normal progress. The revised plan required 6 additional calendar days to perform additional paving and construct added road approaches and an extension in this amount is justified.

2. The Resident Engineer did direct the contractor to suspend his operations on the 4th of July and Labor Day in order to prevent hazardous interference with holiday traffic. An extension of 2 calendar days is justified.

3. Problems in connection with irrigation facilities were known in advance of construction and the contractor was specifically instructed by a special contract provision to conduct his operations so as not to interrupt the flow of irrigation water during the normal irrigation season (April 1 to October 20). Consequently, no extension for this reason is justified.

4. There were some days when fog conditions were quite heavy, but this is not at all unusual for this area. This is a situation which the contractor should have been aware of and taken into account when bidding the project. Weather conditions are not a valid reason and no extension is justified.

5. There was a very minor overrun in asphalt concrete. This overrun amounted to 700 tons which represents 1 per cent of the contract gross quantities. We do not feel that this overrun is extensive enough to warrant an extension.

The contractor also cites many minor delays due to heavy traffic but makes no specific request for related time. This is a normal situation on this highway, was in existence prior to the contract and should have been anticipated and provided for in the contractor's bid. No extension for traffic delays is justified.

The specified completion date for this project was August 31, 1966. The project was completed November 22, 1966. This is 83 calendar days beyond the specified date and represents $16,600 in liquidated damages. Based on the additional work added to the contract at the Crater Lake Avenue connection and the Resident's orders to suspend work on the two holidays, we recommend that the specified completion date be extended to September 8, 1966. This will reduce the number of penalty days to 75 and leaves $15,000 in liquidated damages. This is a Federal-aid Secondary project and does not require Bureau of Public Roads concurrence. This project is governed by the 1964 Standard Specifications without modification.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:fp
Enc.
cc L. H. Young

TELEPHONE 981-4330 AREA CODE 415

FEDERAL INSURANCE COMPANY

CHUBB & SON INC.,
MANAGER

PACIFIC DEPARTMENT
INTERNATIONAL BUILDING
601 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA 94108

January 3, 1967

Mr. Bill Brown
Resident Engineer
State of Oregon
P. O. Box 368
Medford, Oregon

RE: Bond No. 8022-69-46 - Warren Northwest, A Division of Warren Brothers Company - Antelope Creek - Medford Crater Lake, Jackson County, Contract 6670, F. A. Project No. 5-8U-47(9)

Dear Mr. Brown:

We are enclosing seven (7) executed copies of Consent of Surety Forms in connection with time extension being requested by Warren Northwest.

Very truly yours,

Carolyn Borucki

Carolyn Borucki

Enclosures

cc: Warren Northwest
Ward Cook-Rodgers Insurance Co., Inc.

WARREN Northwest
A DIVISION OF WARREN BROTHERS COMPANY
P. O. BOX 20337 - PORTLAND, OREGON 97220

BRANCHES:
PORTLAND - BEAVERTON - STAFFORD - CANBY
TELEPHONE 255-5670

December 27, 1966

Re: Antelope Creek - Medford
Crater Lake
Jackson County
Contract 6670
F.A. Project No. 5-SU-47(9)

Warren Northwest respectfully requests the Highway Commission to allow an increase in the specified time for completion of work, without assessment or liquidated damages, required by the terms of the above contract, allowing the corporation to and including November 23, 1966, for its full performance. The following listed conditions and changes delayed and prevented completion of work and required the additional time, to-wit:

(1) Fifty(50) days required for performance of

(A) State Highway Commission's addition of added quantities submitted to Warren Northwest on or about August 31, 1966, requiring an estimated 25 days for completion, and

(B) Price Agreement, dated August 9, 1966, submitted by Highway Commission to Warren Northwest on August 24, 1966, ordering work done on Crater Lake Avenue Connection, requiring an additional estimated 25 days.

(2) Two(2) days loss of time caused by Highway Commission requesting shutdown for holiday traffic on September 5, 1966, Labor Day, and July 4, 1966, Independence Day.

(3) Fifteen(15) days loss created by unexpected and unforeseeable need of irrigation flow by Rogue Valley Irrigation District preventing placement by Warren Northwest of necessary culverts to perform main line work; there was no way Warren Northwest could control or suspend this particular activity of Rogue Valley Irrigation District.

(4) Seven(7) days loss resulted from congested traffic due to fog and heavy flow of traffic requiring extraordinary precautions in working conditions to maintain a maximum safety flow; prevented continuous work adjacent to the traffic.

WARREN Northwest
A DIVISION OF WARREN BROTHERS COMPANY
P. O. BOX 20337 • PORTLAND, OREGON 97220

BRANCHES:
PORTLAND • BEAVERTON • STAFFORD • CANBY
TELEPHONE 255-5570

(5) Ten(10) days extra time needed to complete the over-run on AC paving due to the over-run of the estimate.

The foregoing sets forth a need of eighty four (84) days. Working overtime and double time, under foul weather conditions, the corporation did perform its contract and added committments. Incidental to this request, the corporation would appreciate some consideration given to the fact that the unforeseen heavy traffic on Highway 62 created many difficulties in operations and temporary suspensions which, when taken individually, have little significance, but when taken in their totality caused several days of unforeseeable loss of time.

WARREN NORTHWEST

Sam Saunders
Project Superintendent

E-340 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 27, 19 66.

Gentlemen:

We, the undersigned, respectfully request an increase in the ~~number of workdays~~ completion date from 8/31/66 ~~days~~ to 11/23/66 ~~days~~, within which to complete our Contract No. 66 70, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See Attached Letter

Respectfully submitted,

WARREN NORTHWEST, A Division
of Warren Brothers Company
Contractor

By Sam Saunders
Sam Saunders, Project Superintendent

CONSENT OF SURETY

Date January 3, 1967

We, FEDERAL INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Lawrence P. Dixon Attorney-in-fact

(SEAL)

S. C. Sheffer Resident Agent

E-980 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 27, 19 66.

Gentlemen:

We, the undersigned, respectfully request an increase in the ~~number of workdays~~ completion date from 8/31/66 ~~days~~ to 11/23/66 ~~days~~, within which to complete our Contract No. 66 70, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See Attached Letter

Respectfully submitted,

ACKNOWLEDGMENT OF ANNEXED INSTRUMENT

STATE OF CALIFORNIA
COUNTY OF San Francisco } ss.:

On this 3rd day of January in the year one thousand nine hundred and sixty-seven
before me, Bianca P. Pera, a Notary Public in and for the
County of San Francisco residing therein, duly commissioned and sworn, personally appeared
Lawrence P. Dixon known to me to be the Attorney In Fact
of FEDERAL INSURANCE COMPANY, the Corporation that executed the within instrument, and also known to me to be the person who executed the within instrument on behalf of the Corporation therein named and acknowledged to me that such Corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal in the County of San Francisco the day and year in this certificate first above written.

Bianca P. Pera
Notary Public in and for the County of
San Francisco State of California

My Commission expires September 14, 1969

BIANCA P. PERA
NOTARY PUBLIC - CALIFORNIA
CITY AND COUNTY OF
SAN FRANCISCO

SF-670

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6670 Contractor Warren Northwest

Highway Crater Lake

Section Antelope Creek-Medford

Kind of Work Grading, Paving and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted]GRANTED. The reasons for such recommendation are as follows:

Extension in amount of 2 calendar days for ordered stop work time on July 4 and Labor Day weekends, plus 6 calendar days for the extra work modifying Crater Lake Avenue connection, for a total of 8 calendar days are reoommended. This extends completion date to September 8, 1966.

Recommended for Approval:

John Dunster
Division Engineer

John A. Hurd
Construction Engineer or Bridge Engineer

J. X. Labbe
Assistant State Highway Engineer

Contract No.	6670
Project designation	S-SU-47 (9) State-Federal
Date awarded	8/17/65
Work started	8/26/65
Per cent completed	100%
Spec. Completion Date / No. of Workdays Allowed	Date 8/31/66
Completion Date / No. of Workdays Used	11/22/66
No. of Added Workdays Requested	84

Certified Copy of

POWER OF ATTORNEY

Know all Men by these Presents, That the FEDERAL INSURANCE COMPANY, 90 John Street, New York, New York, a New Jersey Corporation, has constituted and appointed, and does hereby constitute and appoint

Cecil O West, George McClellan, Lawrence P. Dixon, L. K. Hall and Dean L. Beck of San Francisco, California -

each its true and lawful Attorney-in-Fact to execute under such designation in its name and to affix its corporate seal to and deliver for and on its behalf as surety thereon or otherwise, bonds or obligations given or executed in the course of its business, and any instruments amending or altering the same, and consents to the modification or alteration of any instruments referred to in said bonds or obligations.

In Witness Whereof, the said FEDERAL INSURANCE COMPANY has, pursuant to its By-Laws, caused these presents to be signed by its Vice President and Assistant Secretary and its corporate seal to be hereto affixed this 5th day of October 19 66

FEDERAL INSURANCE COMPANY

By

Frederick C. Gardner
Vice-President

Davis Quinn
Assistant Secretary

STATE OF NEW YORK }
County of New York } ss.:

On this 5th day of October 19 66 before me personally came Davis Quinn, to me known and by me known to be Assistant Secretary of the FEDERAL INSURANCE COMPANY, the corporation described in and which executed the foregoing Power of Attorney, and the said Davis Quinn being by me duly sworn, did depose and say that he resides in the City of New York, in the State of New York; that he is Assistant Secretary of the FEDERAL INSURANCE COMPANY and knows the corporate seal thereof; that the seal affixed to the foregoing Power of Attorney is such corporate seal and was thereto affixed by authority of the By-Laws of said Company and that he signed said Power of Attorney as Assistant Secretary of said Company by like authority; that he is acquainted with Frederick C. Gardner and knows him to be Vice President of said Company, and that the signature of said Frederick C. Gardner subscribed to said Power of Attorney is in the genuine handwriting of said Frederick C. Gardner and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Acknowledged and Sworn to before me on the date above written.

Notary Public

MARION J. McGRATH
NOTARY PUBLIC, State of New York
No. 24-7837850
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1968

Form 12159F (Ed. 1-64)

1-2853 (2M)

CITY AND COUNTY OF NEW YORK: ss

I, the undersigned, Assistant Secretary of the FEDERAL INSURANCE COMPANY, do hereby certify that the following is a true excerpt from the By-Laws of the said Company as adopted by its Board of Directors on March 11, 1953 and amended January 2, 1964 and that this By-Law is in full force and effect.

"ARTICLE XIX.

Section 2. All bonds, undertakings, contracts, powers of attorney, and other instruments other than as above, for and on behalf of the Company which it is authorized by law or its charter to execute, may and shall be executed in the name and on behalf of the Company either by the Chairman or the Vice-Chairman or the President or a Vice-President, jointly with the Secretary or an Assistant Secretary, under their respective designations, except that any one or more officers or attorneys-in-fact designated in any resolution of the Board of Directors or the Executive Committee, or in any power of attorney executed as provided for in this section, may execute any such bond, undertaking or other obligation as provided in such resolution or power of attorney."

And I further certify that I have compared the foregoing copy of the POWER OF ATTORNEY with the original thereof and the same is a correct and true copy of the whole of said original Power of Attorney and that said Power of Attorney has not been revoked.

And I further certify that said FEDERAL INSURANCE COMPANY is duly licensed to transact fidelity and surety business in each of the States of the United States of America, Puerto Rico, and each of the Provinces of the Dominion of Canada with the exception of Prince Edward Island; and is also duly licensed to become sole surety on bonds, undertakings, etc., permitted or required by the laws of the United States.

Given under my hand and seal of said Company at New York, N. Y., this 3rd day of January, 19 67

L. Kaplan
Assistant Secretary

RECEIVED
MAR 14 1967

S-511-47(9)

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FILED
MAR 13 1967
CLAY MYERS
SECRETARY OF STATE

RECEIVED
MAR 13 8 55 PM '67
CLAY MYERS
SECRETARY OF STATE

Claim File # 4284

March 10, 1967

Frohnmayer, Lowry & Deatherage
Cooley Theatre Building
39 South Central
Medford, Oregon 97501

Gentlemen:

This is to acknowledge receipt of your letter of March 3 and attached affidavit, statement, and subcontract on behalf of your client, T. R. Florey Asphalt Company.

As requested in your affidavit, we are attaching a certified copy of the contract and bond covering the Warren Northwest, Contract No. 6670, for grading, paving, and signing on the Antelope Creek-Medford Section of the Crater Lake Highway in Jackson County.

Your letter and your client's statement states that Warren Northwest owes them $11,176.36 for equipment rental and wages. This appears to be in reference to the Warren Northwest Contract No. 6670, as described above. You also mentioned that this statement understated the amount due Mr. Florey by almost $1,000 and that Warren Northwest has made a payment of $1,396.69.

The Federal Insurance Company through Ward Cook-Rodgers Insurance Company, Inc., Title & Trust Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of your letter and the statement of T. R. Florey Asphalt Company and we will also forward this claim to the Secretary of State for filing.

This contract was completed November 22, 1966, but has not yet been accepted by the State Highway Commission.

NOTED ON CARD

FILED
MAR 13 1967
CLAY MYERS

RECEIVED
MAR 13 8 55 PM '67
CLAY MYERS
SECRETARY OF STATE

Please advise this office when your client's claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

cc: Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Ward Cook-Hodgers Insurance Company, Inc.
Title & Trust Building
Portland, Oregon

Warren Northwest, A Division
of Warren Bros. Company
P. O. Box 20337
Portland, Oregon

Glenn L. Jackson
David Simpson
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
MAR 14 1967
OREGON
STATE HIGHWAY COMMISSION

FROHNMAYER, LOWRY & DEATHERAGE
ATTORNEYS AT LAW
DOOLEY THEATRE BUILDING
39 SOUTH CENTRAL
MEDFORD, OREGON 97501

OTTO J. FROHNMAYER
PHILIP B. LOWRY
W. V. DEATHERAGE
L. A. MERRYMAN

TELEPHONE
AREA CODE 503
773-8425

March 3, 1967

Secretary
State Highway Commission
Salem, Oregon

Re: Antelope Creek - Medford Section
Crater Lake Highway Contract #6670

Dear Sir:

We represent T. R. Florey who does business as T. R. Florey Asphalt Co. Mr. Florey entered into a subcontract with Warren Northwest on September 2, 1966 to furnish certain services on the above highway. A xerox copy of the subcontract is enclosed.

It developed that under the subcontract Mr. Florey hauled and placed in excess of 112,000 square feet at 12¢ per square foot. In addition Mr. Florey also rented certain equipment and paid for certain labor which operated the equipment on this project.

Warren Northwest has not paid to Mr. Florey what he claims to be due although on January 2, 1967 he furnished a statement to it showing a balance due of $11,176.36. This statement understated the amount due Mr. Florey by almost $1,000.00. Warren Northwest has tendered a payment of $1,396.69 and that is where the matter now stands.

Will you please furnish to us a certified copy of the contract and bond between the State Highway Commission and Warren Northwest for this project. Pursuant to ORS 279.512 we enclose affidavit of Mr. Florey. If there is any charge involved advise us and we will promptly send our check to cover.

Also please advise us if the above project has been accepted by the State Highway Commission and, if so, give us the date of the acceptance.

Yours very truly,

FROHNMAYER, LOWRY & DEATHERAGE

By

OJF:sgc
cc: T. R. Florey
Warren Northwest

Encls.

P. O. BOX 747

PHONE 772-6687

T. R. FLOREY

GENERAL CONTRACTOR

MEDFORD, OREGON 97501

January 2, 1967

Warren Northwest
P.O. Box 20337
Portland, Oregon 97220

EQUIPMENT RENTAL

Purchase Order # 9159		
#112 Caterpillar Grader, 111 hrs. @ $4.00	$	444.00
Purchase Order # 9160		
1-8 ton Buffal-Springfield Roller, 114 hrs. @ $4.25		484.50
Purchase Order # 9161		
1-Ford Tractor with Scraper, 113 hrs. @ $3.70		418.00
Purchase Order # 9162		
3-5 yd. Dump Trucks, 295 hrs. @ $3.00		885.00
1-5 yd. Dump Truck, 119 hrs. @ $3.00		357.00

WAGES

1- Blade Operator, 111 hrs. @ $5.27		584.97
1-Roller Operator, 114 hrs. @ $4.69		534.66
1-Tractor Operator, 113 hrs. @$5.17		584.21
3-Truck Drivers, 295 hrs. @ $4.33		1,277.35
2-Laborers, 228 hrs. @ $4.00		912.00
Payroll Tax 22%		856.50
	$	6,338.19
Overhead Tax, 15%	$	1,100.73
	$	8,438.92
Hauling & Laying 112,000 sq. ft. AC Mix @ 12¢	$	13,440.00
AC Mix, 91.07 tons @ $6.75		614.72
	$	22,493.64
Received on Account	$	11,317.28
Balance Due to Date	$	11,176.36

A F F I D A V I T

STATE OF OREGON)
)ss
County of Jackson)

I, T. R. Florey, being first duly sworn on oath say:

That I am doing business as T. R. Florey Asphalt Co. That on or about September 2, 1966 I entered into a subcontract with Warren Northwest, a division of Warren Brothers Company, a Delaware corporation, in connection with the construction of Antelope Creek - Medford Section Crater Lake Highway Contract #6670. That subsequently, pursuant to purchase order and otherwise, I rented certain equipment to Warren Northwest and paid for the labor for the operators of the equipment.

That attached to this affidavit is a statement dated January 2, 1967 which I furnished to Warren Northwest. This statement has understated my claim by approximately $1,000.00. That Warren Northwest on January 24, 1967 tendered to me a payment of $1,396.69. That there is now due and owing to me the amount showing in the attached statement plus approximately $1,000.00 in addition thereto less the amount of the tendered check.

That I make this affidavit pursuant to ORS 279.512 and 279.515.

T. R. Florey

Subscribed and sworn to before me this 3rd day of March, 1967.

Notary Public for Oregon
My commission expires: 9-5-68

Form No. 890 (88) Printed in U.S.A.
Revised 1-1-88

SUBCONTRACT

THIS AGREEMENT made this 2nd day of September 19 66 by and between WARREN NORTHWEST, A Division of Warren Brothers Company a Delaware corporation with offices at 9860 N.E. Hancock Drive, Portland, Oregon hereinafter called the Contractor, and T. R. Florry Asphalt Co., an Oregon corporation, with offices at P. O. Box 1032 Medford, Oregon hereinafter called the Subcontractor, WITNESSETH:

The Subcontractor agrees to furnish all necessary materials and/or to furnish all labor, machinery, equipment, tools and supplies necessary to perform, and to perform all work set forth in the following paragraph in the construction of Antelope Cr. — Medford Section Crater Lake Highway Contract #6670 hereinafter called the Owner, for Oregon State Highway Department at Salem, Oregon in accordance with the terms and provisions of the contract between the Owner and the Contractor dated August 17 1966, including all the general and special conditions, plans and specifications and other documents forming or by reference made a part of the contract between the Contractor and the Owner, all of which shall be considered part of this subcontract by reference thereto, and the Subcontractor agrees to be bound to the Contractor and the Owner by the terms and provisions thereof and by the terms and conditions on the back of this form which are incorporated herein and made a part hereof.

Description of Work	Est. Quantities	Price
Item #54 (Portion) Extra for A. C. Concrete Approaches		
Haul and Place Asphaltic Concrete on Approaches	Approx. 29,000 S. Y. @ .12 per S. Y.	$ 3,480.00

Unless a lump sum price is to be paid for the foregoing work and is clearly so stated, quantities referred to above are understood to be estimates only. The quantities for which payment shall be made shall be the quantities for which payment is received by the Contractor from the Owner. Payments shall be made as and when received from the Owner for the work performed by the Subcontractor, including retained monies applicable to such work. All work shall be subject to approval of and acceptance by the Contractor and the Owner and no payment on account shall operate as an approval and acceptance of work done or materials furnished, or any part thereof.

The Contractor may deduct from any amount due or to become due to the Subcontractor any sum or sums owing by the Subcontractor to the Contractor; and in the event of any breach by the Subcontractor of any provision or obligation of this Subcontract or in the event of the assertion by other parties of any claim or lien against the Contractor or the Owner arising out of the Subcontractor's performance of this Contract, or failure to pay for labor and materials used thereby hereunder, the Contractor shall have the right to retain out of any payments due or to become due to the Subcontractor an amount sufficient to protect the Contractor and the Owner from any and all loss, damage or expense therefrom and to discharge all lienable claims until the situation has been satisfactorily remedied or adjusted by the Subcontractor.

Work shall be commenced by the Subcontractor not later than five (5) days after notice from the Contractor and shall be completed on or before ..... 19..

IN WITNESS WHEREOF, the parties hereto have executed this Subcontract by their proper officers hereunto duly authorized.

WARREN NORTHWEST, A Division of Warren Bros. Co. — T. R. Florry Asphalt Company

By David D. Mengel — CONSENT GIVEN — Subcontractor

Contractor

For Asst. Constr. Engr.

TERMS AND CONDITIONS

1. The Contractor reserves the right to make changes in materials to be furnished or work to be performed under this Subcontract, or additions thereto or omissions therefrom, upon written order to the Subcontractor.

Any additions to or reductions in the contract price resulting from changes in work or materials furnished shall be agreed upon in writing by the parties hereto, such agreement not being valid unless signed by an officer of the Contractor. In case of disagreement between the parties hereto as to additions or reductions, the same shall be determined by the Owner's Engineer by certificate in writing. No increase or decrease in contract price shall be binding upon the Contractor unless agreed upon in writing or determined by the Owner's Engineer as hereinbefore provided for. No other change in the contract including the "Terms and Conditions" thereof appearing in this instrument shall be binding upon the Contractor unless agreed upon in writing and signed by the parties.

2. Any and all liquidated and other damages which may be assessed against the Contractor by reason of delay in completion of the contract caused by the failure of the Subcontractor to complete its portion of the work within the period stated in the Subcontract shall be paid by the Subcontractor to the Contractor. The payment of such damages shall not release the Subcontractor from its obligations otherwise fully to perform this Subcontract and to pay all damages the Contractor may sustain by reason of its failure to so perform this Subcontract.

No allowance of an extension of time, for any cause whatsoever, shall be claimed by the Subcontractor or made to it unless the Subcontractor shall have made written request upon the Contractor for such extension within forty-eight hours after the cause thereof occurred, and unless the Contractor and the Subcontractor have agreed in writing upon the allowance of additional time to be made. No such extension will be granted unless the Owner grants a similiar extension to the Contractor.

No form of compensation or relief other than an extension of time as hereinabove set forth shall be claimed by or granted to the Subcontractor on account of any delays of any nature whatsoever which the Subcontractor may encounter in the performance of work under this Subcontract.

3. The Subcontractor shall furnish all materials, labor, tools, equipment and supplies necessary for the performance of this contract as specifically herein provided, and in a proper efficient and workmanlike manner. The Subcontractor shall furnish materials and prosecute the work undertaken at the times herein provided for and otherwise in a prompt and diligent manner as required by the Contractor and so as to promote the general progress of the entire construction, and shall not, by delay or otherwise interfere with or hinder the work of the Contractor, or any other Subcontractor.

In the event the Subcontractor fails to comply or becomes disabled from complying with the provisions herein as to character and time of performance, and the failure is not corrected within five days after written request by the Contractor to the Subcontractor, the Contractor may, without prejudice to any other right or remedy, take possession of the premises and all materials, machinery, equipment, tools and supplies thereon and complete the performance of this Subcontract, at the expense of the Subcontractor, or the Contractor may, without taking over the work, furnish the necessary materials and/or employ the workmen necessary to remedy the situation, at the expense of the Subcontractor.

It is agreed that the Subcontractor shall be considered as disabled from so complying whenever a petition in Bankruptcy or for the appointment of a Receiver is filed against it.

4. If requested by the Contractor, the Subcontractor shall furnish receipts for payment of labor and materials and other lienable claims before payments shall be made hereunder; and before final payment is made the Subcontractor shall furnish the Contractor on its request with satisfactory evidence that all such claims have been paid or adequately provided for.

5. The Subcontractor shall provide and maintain compensation insurance for the protection of his employees, as required by law of an employer and as will protect the Subcontractor from loss or damage because of personal injuries including death, to his employees, or any of them; and the Subcontractor shall provide and maintain minimum public liability and property damage insurance, in companies acceptable to the Contractor, in such amounts as may be agreed upon; and in the absence of such agreement, as follows:

Public Liability: Bodily Injury	$200,000/$500,000
Public Liability: Property Damage	$ 50,000/$100,000
Automotive Public Liability	$300,000/$500,000
Automotive Property Damage	$100,000

The Subcontractor specifically obligates itself to indemnify and protect the Contractor and save it harmless from any and all claims, suits or liabilities for injuries to property, injuries to persons, including death, and from any other claims, suits or liabilities on account of any act or omission of the Subcontractor or any of its officers, agents, employees or servants or any Subcontractor or other person directly or indirectly engaged by it. All of the insurance policies as hereinbefore provided under this section shall name the Contractor as an additional assured thereunder, shall assume and provide for the Contractor's defense, and shall serve to indemnify and protect the Contractor and save it harmless from all claims, suits or liabilities as set forth herein.

The Subcontractor shall furnish the Contractor with certificates evidencing that such insurance is provided and in full force and effect before starting work and at any other time when requested by the Contractor. All of said certificates shall set forth on the face thereof contractual coverage as required herein. No amendment or cancellation of any of said policies shall be effective until after ten days notice in writing to the Contractor.

6. The Subcontractor further specifically obligates itself to the Contractor in the following respect, to wit: (a) To indemnify the Contractor against and save it harmless from any and all claims, suits, liability, expense or damage for any alleged or actual infringement or violation of any patent or patent right, arising in connection with this Subcontract and anything done thereunder; (b) To pay for all materials furnished and work and labor performed under this Subcontract, and to satisfy the Contractor thereupon whenever demand is made, and to indemnify the Contractor and the Owner against and save them and the premises from any and all claims, suits or liens therefor, by others than the Subcontractor; (c) To obtain and pay for all permits, licenses and official inspections made necessary by its work, and to comply with all laws, ordinances and regulations bearing on his work and conduct thereof; (d) To protect its work with suitable barricades and illuminated warning devices; (e) To keep its work area orderly and free from debris at all times, and to clear away any accumulation upon completion of its work. The Subcontractor also warrants and guarantees the work and materials covered by this Subcontract and agrees to make good, at its own expense, any defect in materials or workmanship which may occur or develop prior to the Contractor's release from responsibility to the Owner therefor. The Subcontractor assumes toward the Contractor all the obligations and responsibilities that the Contractor assumes toward the Owner, as set forth in the Contract, General and Special Conditions, Drawings, Specifications and other Documents hereinabove referred to with respect to the materials to be furnished and the work to be performed under this Subcontract.

The Subcontractor shall indemnify and protect the Contractor and the Owner and save them harmless from, any and all loss, damage, costs, expenses and attorneys' fees suffered or incurred on account of any breach of the aforesaid obligations and covenants, and any other provision or covenant of this contract.

7. The Subcontractor specifically agrees that it is, or prior to the start of work hereunder will become, an Independent Contractor and an employing unit subject as an employer, to all applicable Unemployment Compensation Statutes so as to relieve the Contractor of any responsibility or liability for treating Subcontractors' employees as employees of the Contractor for the purpose of keeping records, making reports and payment of Unemployment Compensation taxes or contributions; and the Subcontractor agrees to indemnify and hold the Contractor harmless and reimburse it for any expense or liability incurred under said Statutes in connection with employees of the Subcontractor, including a sum equal to benefits paid to those who were Subcontractor's employees, where such benefit payments are charged to the Contractor under any Merit Plan or to its individual Reserve Account pursuant to any State Unemployment Compensation Statute.

The Subcontractor further agrees as regards, (a) the production, purchase and sale, furnishing and delivering, pricing, and use or consumption of materials, supplies and equipment, (b) the hire, tenure or conditions or employment of employees and their hours of work and rates of and the payment of their wages, and (c) the keeping of records, making of reports, and the payment, collection and/or deduction of Federal, State and Municipal taxes and contributions, that the Subcontractor will keep and have available all necessary records and make all payments, reports, collections and deductions, and otherwise do any and all things so as to fully comply with all Federal, State and Municipal laws, ordinances and regulations in regard to any and all said matters insofar as they affect or involve the Subcontractor's performance of this Contract, all so as to fully relieve Contractor from and protect it against any and all responsibility or liability therefor or in regard thereto.

8. The Subcontractor agrees that as regards the recruitment, employment, upgrading, demotion, transfer, layoff or termination of employees; rates of pay, selection for training, including apprenticeship; and all other aspects of the employment relationship, it will not discriminate against any employee or applicant for employment because of race, color, creed or national origin. The Subcontractor shall comply with all provisions of law, and all rules, regulations, and orders regarding equal employment opportunity, and will furnish all required information and reports. The Subcontractor further agrees that all provisions required by law shall, unless specifically exempted, be included in every subcontract and purchase order issued by him, so that such provisions will be binding upon each of his sub-subcontractors and vendors. In the event the Subcontractor believes that this subcontract is exempt from equal employment opportunity requirements, the Subcontractor may seek a determination of exemption. Pending final determination that the subcontract is exempt, the Subcontractor shall fully and faithfully comply with all the requirements of equal employment opportunity; and any failure to do so shall be grounds for termination or suspension of this subcontract.

9. If requested the Subcontractor agrees to furnish a performance and payment corporate surety bond satisfactory to the Contractor.

10. In the event the Contractor and Subcontractor fail to agree in any matter involving the interpretation, application or performance of this agreement or any clause or portion thereof the matter shall be submitted to arbitration in accordance with the rules of the American Arbitration Association, and the decision of such board of arbitration shall be final and binding upon both parties and enforceable by either in any court having jurisdiction over the parties. Each party to this contract shall pay one-half of the expense of the arbitration proceedings.

11. The Subcontractor shall not assign or sublet this Contract or any part thereof or any monies due or to become due thereunder without the written consent of the Contractor.

ACCEPTED AS A CONDITION OF THIS SUBCONTRACT — ACCEPTED AS ADDITION OF THIS SUBCONTRACT

PR-1273

David Dr Mengel — REQUIRED CONTRACT PROVISIONS — T. R. Florry Asphalt Company

arren Northwest, A Division — FEDERAL-AID CONTRACTS

f Warren Brothers Company — INTERSTATE HIGHWAYS (ACT OF 1956)

		Page
I.	Application	1
II.	Nondiscrimination	1
III.	Payment of Predetermined Minimum Wages	1
IV.	Statements and Payrolls	2
V.	Record of Materials, Supplies and Labor	4
VI.	Subletting or Assigning the Contract	4
VII.	Safety; Accident Prevention	4
VIII.	False Statements Concerning Highway Projects	4

I. APPLICATION

1. These contract provisions shall apply to all work performed on the contract by the contractor with his own organization and with the assistance of workmen under his immediate superintendence and to all work performed on the contract by piecework, station work or by subcontract.

2. The contractor shall insert in each of his subcontracts all of the stipulations contained in these Required Contract Provisions and also a clause requiring his subcontractors to include these Required Contract Provisions in any lower tier subcontracts which they may enter into, together with a clause requiring the inclusion of these provisions in any further subcontracts that may in turn be made. The Required Contract Provisions shall in no instance be incorporated by reference.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be grounds for termination of the contract.

4. A breach of the following clauses may also be grounds for debarment as provided in 29 CFR 5.6(b):

Section I, paragraph 2;
Section III, paragraphs 1, 2, 3, 5 and 8;
Section IV, paragraphs 1, 5a, 5b and 5d.

II. NONDISCRIMINATION

1. During the performance of this contract, the contractor shall not discriminate against labor from any other State, possession or territory of the United States.

2. During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, creed, color or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, creed, color or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color or national origin.

c. The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order No. 10925 of March 6, 1961, as amended by Executive Order No. 11114 of June 22, 1963, and of the rules, regulations and relevant orders of the President's Committee on Equal Employment Opportunity created thereby.

e. The contractor will furnish all information and reports required by Executive Order No. 10925 of March 6, 1961, as amended by Executive Order No. 11114 of June 22, 1963, and by the rules, regulations and orders of the said Committee, or pursuant thereto, and will permit access to his books, records and accounts by the Bureau of Public Roads and the Committee for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order No. 10925 of March 6, 1961, as amended by Executive Order No. 11114 of June 22, 1963, and such other sanctions may be imposed and remedies invoked as provided in the said Executive Order or by rule, regulation or order of the President's Committee on Equal Employment Opportunity, or as otherwise provided by law.

g. The contractor will include the provisions of paragraphs 2(a) through 2(g) in every subcontract or purchase order unless exempted by rules, regulations or orders of the President's Committee on Equal Employment Opportunity issued pursuant to section 303 of Executive Order No. 10925 of March 6, 1961, as amended by Executive Order No. 11114 of June 22, 1963, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the Bureau of Public Roads may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

III. PAYMENT OF PREDETERMINED MINIMUM WAGES

1. General:

All mechanics and laborers employed or working upon the site of the work will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR, Part 3)), the full amounts due at time of payment computed at wate rates not less than those contained in the wage determination decision of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics; and the wage determination decision shall be posted by the contractor at the site of the work in a prominent place where it can be easily seen by the workers. For the purpose of this clause, contributions made or cost reasonably anticipated under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics

USCOMM-DC 13699-P68

are considered wages paid to such laborers or mechanics, subject to the provisions of Section III, paragraph 3b, hereof. Also for the purpose of this clause, regular contributions made or costs incurred for more than a weekly period under plans, funds, or programs, but covering the particular weekly period, are deemed to be constructively made or incurred during such weekly period.

2. Classification:

a. The State highway department contracting officer shall require that any class of laborers or mechanics which is not listed in the wage determination and which is to be employed under the contract, shall be classified or reclassified conformably to the wage determination, and a report of the action taken shall be sent by the State highway department contracting officer to the Secretary of Labor.

b. In the event the interested parties cannot agree on the proper classification or reclassification of a particular class of laborers and mechanics to be used, the question accompanied by the recommendation of the State highway department contracting officer shall be referred to the Secretary for final determination.

3. Payment of Fringe Benefits:

a. The State highway department contracting officer shall require, whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly wage rate and the contractor is obligated to pay a cash equivalent of such a fringe benefit, an hourly cash equivalent thereof to be established. In the event the interested parties cannot agree upon a cash equivalent of the fringe benefit, the question, accompanied by the recommendation of the contracting officer, shall be referred to the Secretary of Labor for determination.

b. The contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, or any bona fide fringe benefits not expressly listed in section 1(b)(2) of the Davis-Bacon Act or otherwise not listed in the wage determination decision of the Secretary of Labor which is included in this contract, only when the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. Whenever practicable, the contractor should request the Secretary of Labor to make such findings before the making of the contract. In the case of unfunded plans and programs, the Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

4. Payment of Excess Wages:

While the wage rates shown are the minimum rates required by the contract to be paid during its life, this is not a representation that labor can be obtained at these rates. No increase in the contract price shall be allowed or authorized on account of the payment of wage rates in excess of those listed herein.

5. Apprentices:

Apprentices will be permitted to work as such only when they are registered, individually, under a bona fide apprenticeship program registered with a State apprenticeship agency which is recognized by the Bureau of Apprenticeship and Training, United States Department of Labor; or, if no such recognized agency exists in a State, under a program registered with the Bureau of Apprenticeship and Training, United States Department of Labor. The allowable ratio of apprentices to journeymen in any craft classification shall not be greater than the ratio permitted to the contractor as to his entire work force under the registered program. Any employee listed on a payroll at an apprentice wage rate, who is not registered as above, shall be paid the wage rate determined by the Secretary of Labor for the classification of work he actually performed. The contractor or subcontractor will be required to furnish to the State highway department contracting officer written evidence of the registration of his program and apprentices as well as of the appropriate ratios and wage rates, for the area of construction prior to using any apprentices on the contract work.

6. Overtime Requirements:

No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any laborer or mechanic in any workweek in which he is employed on such work, to work in excess of eight hours in any calendar day or in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times his basic rate of pay for all hours worked in excess of eight hours in any calendar day or in excess of forty hours in such workweek, as the case may be.

7. Violation; liability for unpaid wages; liquidated damages:

In the event of any violation of the clause set forth in paragraph 6, the contractor and any subcontractor responsible therefor shall be liable to any affected employee for his unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic employed in violation of the clause set forth in paragraph 6, in the sum of $10 for each calendar day on which such employee was required or permitted to work in excess of eight hours or in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 6.

8. Withholding for unpaid wages:

The State highway department contracting officer may withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics employed by the contractor or any subcontractor on the work the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic employed or working on the site of the work, all or part of the wages required by the contract, the State highway department contracting officer may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

9. Withholding for liquidated damages:

The State highway department contracting officer may withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor, such sums as may administratively be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for liquidated damages as provided in the clause set forth in paragraph 7.

IV. STATEMENTS AND PAYROLLS

1. Compliance with Copeland Regulations (29 CFR Part 3):

The contractor shall comply with the Copeland Regulations (29 CFR, Part 3) of the Secretary of Labor which are herein incorporated by reference.

2. Weekly statement:

Each contractor or subcontractor shall furnish each week a statement to the State highway department resident

engineer with respect to the wages paid each of its employees engaged on work covered by the Copeland Regulations during the preceding weekly payroll period. The statement shall be executed by the contractor or subcontractor or by an authorized officer or employee of the contractor or subcontractor who supervises the payment of wages, and shall be in the form set forth in 29 CFR 3.3. Contractors and subcontractors may use Form PR-808, Weekly Statement of Compliance, for the submission of this statement.

3. Final labor summary:

The contractor and each subcontractor shall furnish, upon the completion of the contract, a summary of all employment, indicating for the completed project the total hours worked and the total amount earned. This data shall be submitted to the State highway department resident engineer on Form PR-47 together with the data required in Section V, hereof, relative to materials and supplies.

4. Final certificate:

Upon completion of the contract, the contractor shall submit to the State highway department contracting officer, for transmission to the Bureau of Public Roads with the voucher for final payment for any work performed under the contract, a certificate concerning wages and classifications for laborers and mechanics employed on the project, in the following form:

****

The undersigned, contractor on

_____

(Project No.)

hereby certifies that all laborers and mechanics employed by him or by any subcontractor performing work under the contract on the project have been paid wages at rates not less than those predetermined by the Secretary of Labor as stated in the contract provisions, and that the work performed by each such laborer or mechanic conforms to the classification set forth in said provisions applicable to the wage rate paid.

Signature and title_____

****

5. Payrolls and payroll records:

a. Payrolls and basic records relating thereto will be maintained during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work.

b. The payroll records shall contain the name, social security number and address of each such employee, his correct classification, rates of pay (including rates of contributions or costs anticipated of the types described in section 1(b)(2) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor, pursuant to Section III, paragraph 3b, has found that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits.

c. The payrolls shall contain the following information:

(1) The employee's full name, address and social security number. (The employee's full name and social security number need only appear on the first payroll on which his name appears. The employee's address need only be shown on the first submitted payroll on which the employee's name appears, unless a change of address necessitates a submittal to reflect the new address.)

(2) The employee's classification.

(3) Entries indicating the employee's basic hourly wage rate and, where applicable, the overtime hourly wage rate. The payroll should indicate separately the amounts of employee and employer contributions to fringe benefit funds and/or programs. Any fringe benefits paid to the employee in cash must be indicated. There is no prescribed or mandatory form for showing the above information on payrolls.

(4) The employee's daily and weekly hours worked in each classification, including actual overtime hours worked (not adjusted).

(5) The itemized deductions made and

(6) The net wages paid.

d. The contractor will submit weekly a copy of all payrolls to the State highway department resident engineer. The copy shall be accompanied by a statement signed by the employer or his agent indicating that the payrolls are correct and complete, that the wage rates contained therein are not less than those determined by the Secretary of Labor and that the classifications set forth for each laborer or mechanic conform with the work he performed. A submission of a "Weekly Statement of Compliance" which is required under this contract by Section IV, paragraph 2, and the Copeland Regulations of the Secretary of Labor (29 CFR, Part 3) and the filing with the initial payroll or any subsequent payroll of a copy of any findings by the Secretary of Labor pursuant to Section III, paragraph 3b, shall satisfy this requirement. The prime contractor shall be responsible for the submission of copies of payrolls of all subcontractors. The contractor will make the records required under the labor standards clauses of the contract available for inspection by authorized representatives of the State highway department, the Bureau of Public Roads and the Department of Labor, and will permit such representatives to interview employees during working hours on the job.

e. The wages of labor shall be paid in legal tender of the United States, except that this condition will be considered satisfied if payment is made by negotiable check, on a solvent bank, which may be cashed readily by the employee in the local community for the full amount, without discount or collection charges of any kind. Where checks are used for payment, the contractor shall make all necessary arrangements for them to be cashed and shall give information regarding such arrangements.

f. No fee of any kind shall be asked or accepted by the contractor or any of his agents from any person as a condition of employment on the project.

g. No laborers shall be charged for any tools used in performing their respective duties except for reasonably avoidable loss or damage thereto.

h. Every employee on the work covered by this contract shall be permitted to lodge, board and trade where and with whom he elects and neither the contractor nor his agents, nor his employees shall, directly or indirectly, require as a condition of employment that an employee shall lodge, board or trade at a particular place or with a particular person.

i. No charge shall be made for any transportation furnished by the contractor, or his agents, to any person employed on the work.

4. No individual shall be employed as a laborer or mechanic on this contract except on a wage basis, but this shall not be construed to prohibit the rental of teams, trucks, or other equipment from individuals.

V. RECORD OF MATERIALS, SUPPLIES AND LABOR

1. The contractor shall maintain a record of the total cost of all materials and supplies purchased for and incorporated in the work, and also of the quantities of those specific materials and supplies listed on Form PR-47 and in the units shown. Upon completion of the contract, this record, together with the final labor summary required in Section IV, paragraph 3, hereof, shall be transmitted to the State highway department resident engineer for the project on Form PR-47 in accordance with instructions attached thereto, which will be furnished for this purpose upon request. The quantities for the listed items shall be reported separately for roadway and for structures over 20 feet long as measured along the centerline of the roadway.

2. The contractor shall become familiar with the list of specific materials and supplies contained in Form PR-47 prior to the commencement of work under this contract. Any additional materials information required will be solicited through revisions of Form PR-47 with attendant explanations.

3. Where subcontractors are involved the contractor shall submit either a single report covering work both by himself and all his subcontractors, or he may submit separate reports for himself and for each of his subcontractors.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

1. The contractor shall perform with his own organization contract work amounting to not less than 50 percent of the original total contract price, except that any items designated by the State as "Specialty Items" may be performed by subcontract and the amount of any such "Specialty Items" so performed may be deducted from the original total contract price before computing the amount of work required to be performed by the contractor with his own organization.

a. "His own organization" shall be construed to include only workmen employed and paid directly by the prime contractor and equipment owned or rented by him, with or without operators.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, craftsmanship or equipment not ordinarily available in contracting organizations qualified to bid on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. In addition to the 50 percent requirement set forth in paragraph 1 above, the contractor shall furnish (a) a competent superintendent or foreman who is employed by him, who has full authority to direct performance of the work in accordance with the contract requirements, and who is in charge of all construction operations (regardless of who performs the work), and (b) such other of his own organizational capability and responsibility (supervision, management, and engineering services) as the State highway department contracting officer determines is necessary to assure the performance of the contract.

3. The contract amount upon which the 50 percent requirement set forth in paragraph 1 is computed includes the cost of materials and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

4. Any items that have been selected as "Specialty Items" for the contract are listed as such in the Special Provisions, bid schedule, or elsewhere in the contract documents.

5. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the State highway department contracting officer, or his authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Request for permission to sublet, assign or otherwise dispose of any portion of the contract shall be in writing and accompanied by (a) a showing that the organization which will perform the work is particularly experienced and equipped for such work, and (b) an assurance by the contractor that the labor standards provisions set forth in this contract shall apply to labor performed on all work encompassed by the request.

VII. SAFETY; ACCIDENT PREVENTION

In the performance of this contract, the contractor shall comply with all applicable Federal, State and local laws governing safety, health and sanitation. The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions, on his own responsibility, or as the State highway department contracting officer may determine, reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, the following notice shall be posted on each Federal-aid highway project in one or more places where it is readily available to all personnel concerned with the project:

*****

NOTICE TO ALL PERSONNEL ENGAGED ON FEDERAL-AID HIGHWAY PROJECTS

Title 18, United States Code, Section 1020, reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the costs thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Commerce; or

"Whoever knowingly makes any false statement, false representation, false report, or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Commerce; or

"Whoever knowingly makes any false statement or false representation as to a material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-Aid Road Act approved July 1, 1916 (39 Stat. 355), as amended and supplemented;

"Shall be fined not more than $10,000 or imprisoned not more than five years, or both."

*****

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Antelope Cr - Medford	WEEK ENDING: November 25, 1966	
	SECTION PREFIX: 15-1028	
HIGHWAY: Crater Lake	COUNTY: Jackson	
NAME OF JOB: Antelope Creek - Medford Section	KIND OF WORK: Grading, Paving & Signing	
CONTRACTOR: Warren Northwest	CONTRACT NUMBER: 6670	FEDERAL AID PROJECT NUMBER: S-SU-47(9)
DATE OF CONTRACT: August 17, 1965	DATE WORK STARTED: August 26, 1965	ESTIMATED COMPLETION DATE: November 22, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 11 SUPERVISION: 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 379	CALENDAR DAYS USED 462
PROJECT AUTHORIZATION: $1,662,681.19	SPECIFIED COMPLETION DATE: August 31, 1966	PERCENT OF TIME ELAPSED: 122
EXCLUSIVE OF ENGINEERING: $1,544,446.09	ENGINEERING AUTHORIZATION $118,235.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,544,446.09	ENGINEERING COST TO DATE $127,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 108 %	DATE PROJECT WAS COMPLETED: November 22, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	6.99	6.99			6.99
MILES PARTIALLY COMPLETED					
MILES COMPLETED	6.99	6.99			6.99
TOTAL ESTIMATED QUANTITIES (CONTRACT)	146,000	383,840			68,500
TOTAL QUANTITIES CORRECTED TO DATE	146,000	355,100			69,200
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	141,000	355,100			69,200
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	1	0			0
HOURS PER SHIFT	8	0			0

EQUIPMENT USED DURING THE WEEK:

1-backhoe, 1-truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Rain			
TUESDAY	Fair			
WEDNESDAY	Cloudy			
THURSDAY	Overcast			
FRIDAY	Fair			
SATURDAY				

Morgan W E Grouting E
Decker
Bond
Barbee
Walker W
Glenn
Swan
Peace
Mordock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
NOV 1966
CONSTRUCTION
DIVISION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Tractor backhoe loading dirt piles into small dump truck throughout project, material wasted on private property. Five labors raking slopes, blade tracks and etc. station 1900 - 2100
TUESDAY	Truck and backhoe doing cleanup work throughout project, wasting material on private property. Eight labors hand raking rock slopes throughout project. Project completed this date.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed on Tuesday this week.

SIGNED _____ LOCATION Medford, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

FILED

OCT 31 1966

FOR FILING

S-SU-47(1)

6670

October 26, 1966

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

ATTENTION: Mr. R.H. Sallee

Re: Adjustment of Power Facilities
Pacific Power and Light Company
Antelope Creek-Medford Section
Crater Lake Highway
Jackson County
Contract No. 6670
YOUR FILE: PD-9-CO-81
No. 133-2098

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of October 10, 1966, have been approved by the State. This will confirm our verbal authorization to proceed with this as of September 7, 1966.

Reimbursement for the work performed subsequent to September 7, 1966, in the amount of $577, will be made in accordance with paragraph 7-a(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include beginning and completion dates of the work in the bill.

Very truly yours,

F.D. Morgan
Construction Engineer

By
ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

PGP:sg

cc: F.B. Klaboe
L.H. Young (2)
C.H. Maison
L.R. Chandler
B.E. Brown
R.L. Lammert
J.E. Holcomb

Salem, Oregon
October 27, 1966

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Adjustment of Power Facilities
Pacific Power & Light Company
Antelope Creek-Medford Section
Crater Lake Highway - Jackson County
Contract No. 6670
FP&L File: FD-9-CO-31
No. 133-2098

Attached you will find three copies of the estimate and sketch map submitted for the adjustment of subject facilities. Please prepare and submit a State Force Order for this work which will be performed on a lump sum basis.

One copy of the enclosed is for the Resident Engineer on this project, one copy is for your files, and one copy should be attached to the State Force Order.

One copy of the estimate and sketch is being sent to Mr. R. L. Lammert, District Maintenance Superintendent for District 3-C, for his information, and one copy to Mr. J. E. Holcomb, Field Utilities Liaison Engineer for the area.

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
Attachments
cc: R. L. Lammert - w/enc.
J. E. Holcomb - w/enc.

routing

FORM E-20 80M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
OCT 21 1966
CONSTRUCTION DIVISION

Roseburg, Oregon
October 21, 1966

SUBJECT: Antelope Creek-Medford Section
Crater Lake Highway
Jackson County
Contr. 6670

To: F. D. Morgan
Construction Engineer
Salem

RECEIVED
OCT 26 1966
LEGAL & RIGHT OF ...

ATTENTION: T. W. Litchfield

Herewith please find an estimate and sketch from Pacific Power and Light Company for adjustment of their facilities which come into conflict with an arbitrary change in plans on the above subject project.

These facilities were originally adjusted as per J. N. Hershberger's letter of July 13, 1965 and the work was nonreimbursable. The adjustment was performed by rebuilding of Pacific Northwest Bell Telephone Company line to accommodate the power facilities. The telephone facilities were not in conflict at that time. As Pacific Northwest Bell is not equipped or qualified to handle 12.5 kv electrical facilities, it was necessary for Pacific Power and Light to perform this work. No charge is being made by Bell for adjustment of their facilities as they were located on public road right of way and no previous adjustment was performed due to highway construction.

I have checked the estimate and sketch and find that it conforms to PPM 30-4 and my verbal conversation and approval given to Pacific Power and Light on September 7, 1966, in which Phil Preston and Jack L. Sollis concurred in a phone conversation that date.

Orig. & 1 cc - Dist. Engr.
cc - Dist. Engr.
cc - Dist. Engr. - Sec.
cc - Acctg.
cc - File
cc - Chf. Engr.

JEH:cc
attach.

L. R. Chandler
DIVISION ENGINEER

by:
John E. Holcomb
FIELD UTILITIES LIAISON ENGINEER

PACIFIC POWER & LIGHT COMPANY

PUBLIC SERVICE BUILDING

PORTLAND 4, OREGON

October 10, 1966

In Reply Please Refer
To: PD-9-CO-81
File No. 133-2098

CONTRACT
6670

State of Oregon
State Highway Department
Roseburg, Oregon 97470

Attention: Mr. John E. Holcomb
Utilities Liaison Engineer

Subject: Cost Estimate to relocate two conflicts, Crater Lake Highway, SW¼, Sec. 8, T37S, R1W, W.M., Jackson County

Gentlemen:

The Highway Department is changing an access road in the referenced area. The two conflicts are Pacific Northwest Bell telephone poles numbered 2/1540 and 2/1541. Pacific Power & Light Company's distribution facilities contact these poles and because of the height of the poles Pacific Power crews and equipment will perform the work.

These two structures were initially relocated at no cost to the State, however, due to the redesign of the access road, Pacific Power requests 100% reimbursement for this move.

A summary of charges and credits for this work is as follows:

1.	Installation cost	$ 465.00
2.	Removal cost	66.00
3.	Related cost	81.00
4.	Credit for removal	(35.00)
	Total cost for relocation	$ 577.00

This estimate of cost is submitted for your consideration. If approved, Pacific Power requests a lump sum agreement with the State.

If we can be of further assistance, please call.

Very truly yours,

R. H. Sallee

R. H. Sallee
Property Agent

25 acres
APPROVED
FOR LUMP SUM
PER PAM 30-4, PAR 7e(3)

RHS:me
cc: Mr. T. W. Litchfield
Oregon State Highway Department
Salem, Oregon 97310

10/20/66
Copy of Pacific's E&L pages attached

PACIFIC POWER & LIGHT COMPANY

BILLING ER
FORM 2700 REV. 12-65

EXPENDITURE REQUISITION

Construction 31 - 5476-133
Removal 41 - 5476-133
Other 61 - 5476-133

DISTRICT	LOCATION	FILE NO.	BUDGET ITEM	LOCALITY NO.
MEDFORD	MEDFORD	133-2098	310	133 000

TITLE: ROAD WIDENING - STATE OF OREGON - CRATER LAKE HWY. - NEAR MEDFORD, OREGON.

WORK ORDER —

For General Office Use Only Overhead Code- Interest Code-

Description: Replace distribution material on Pacific Northwest Bell Telephone Co. poles 2/1540 & 2/1541. The poles are being relocated.

Purpose & Necessity: The telephone co. poles are being relocated at the request of the Oregon State Highway Dept. due to a change in the access road. The state of oregon will reimburse P.P.&L.Co. for cost of relocation 100%.
Pacific Power & Light Co. will set and remove the telephone poles due to the 12.5 KV 3Ø Distribution circuit contact. Billing to be per Joint Use Agreement.

Salvage Calculation
Estimated Actual Salvage - 35.-
Pymt. by O.S.H.D. - 496.-
Total 531.-

Note: Related Operating Expense is also a reimbursable item making a total firm cost of $577.00 (496+81)

RECEIVED
SEP 30 1966

Est. ER-21 Costs: $_____ Completed By: Rutter Completion Date: 9/12/66

ESTIMATED COST, ECONOMIC AND BUDGET DATA

1	Gross Property Additions		465
2	Removal Costs		66
3	Salvage Value/Reimbursements		531
4	Total Authorized Expenditure (1 + 2 - 3)		-0-
5			
6	Related Operating Expenses		81
7	Services - (Net)		
8	Meters in Plant Account (Net)		
9	Transformers in Plant Account (Net)		
10	Total Cost of Project (4+5+6+7+8+9)		81
11	Customer Advance. (explain)		
12			
13			
14	Budget Item Authorization		
15	Current Year Authorization		
16	Added Revenues on Rate Schedule No.		
(a)	Guaranteed: Annual $		
(b)	Estimated: Annual $		
17	Ratio: Line (10-11) ÷ 16(b) = ___ to 1		
18	Contract:		

X

RECOMMENDATIONS AND APPROVALS

Prepared By: O.H. KANNASTO Date 9-12-66
Recommended By: Date 9-13-66
District Mgr.: Date 9-
Division Mgr.: E.C. Cash by WRC Date 9-27-66
Power Dep't.: Date
Property/Operating Dept.: 10/4/66 CJH Date
R/W Req'd.: 10/3/66 NONE Date
Permit/Agreem't. Req'd.: None
Bill of Sale Req'd.:

Department Approvals:
Engineering: 9/22/66 1013 RJM Date 10/3/66
Accounting: Date
Rate: Date
General Sup't.: Date

Authorized By: Date

PACIFIC POWER & LIGHT COMPANY
Form 2624 Rev. 11-64

POLE DATA SHEET - A

DISTRICT: MEDFORD

FILE NO.: 133-20[illegible] | 31 | E. R. NUMBER: 5496 | 133 | WORK ORDER: —

JOB TITLE - ROAD WIDENING - CRATER LAKE HWY. - NEAR MEDFORD, OREGON

Related ER/WO: _____ Other _____

Transf. Order _____

POLE NUMBERS → (If assemblies differ from the estimate, make necessary corrections for each pole.)

2	2/1540	2	2/1541				

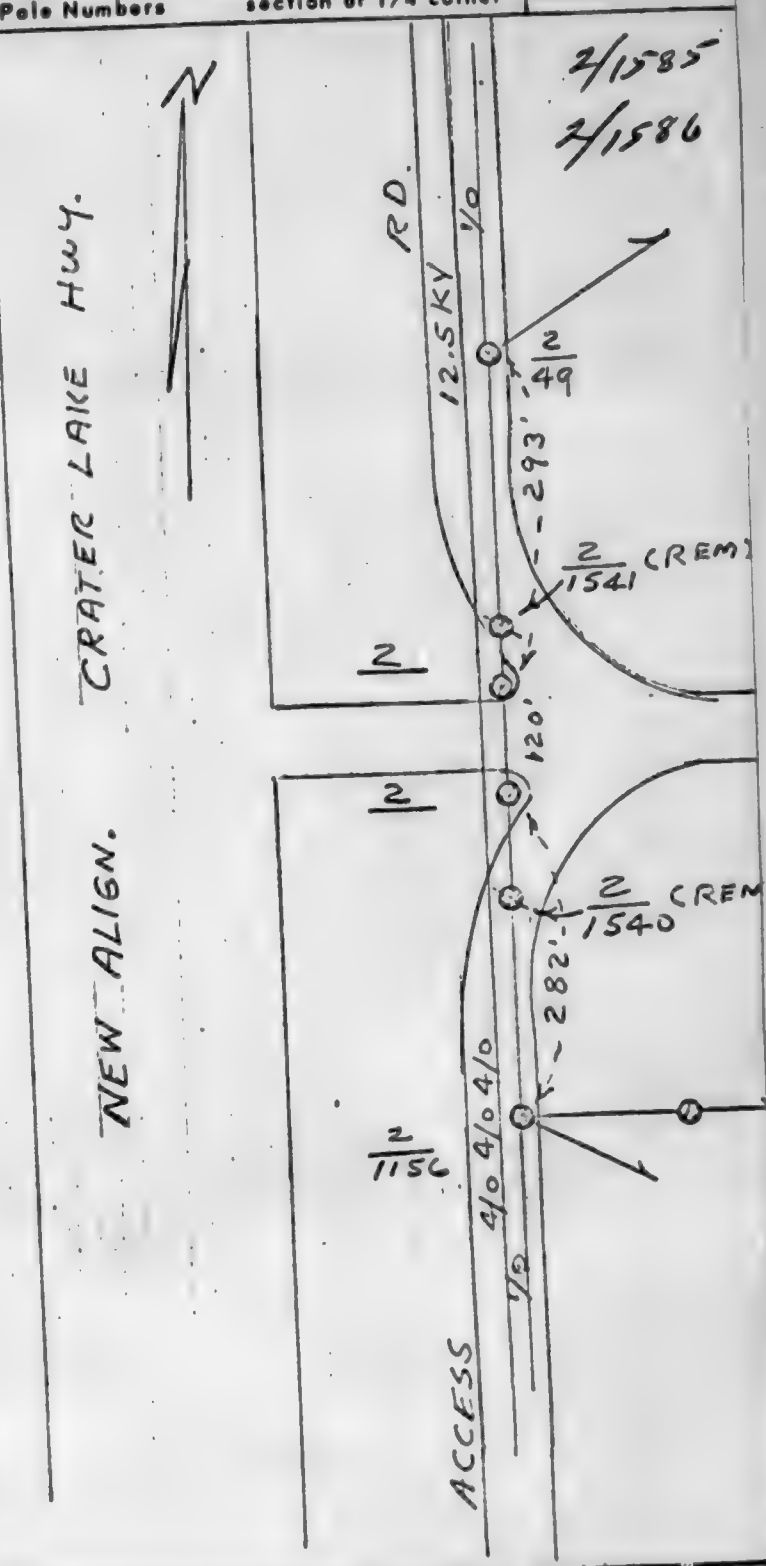
Assembly No.	DESCRIPTION (1364-Poles & Fixt.)	ASSEMBLIES INSTALLED/REMOVED Inst	Rem	Inst	Rem	Inst	Rem	Inst	Rem
	HOLE								
00300	HOLE								
	POLE, FT.								
	POLE, FT.								
	ANCHOR								
45503	CROSSARM	1	1	1	1				
	CROSSARM								
	RACK								
	GUY								
	CLUSTER MOUNT								
	1365-C'hd Cond.								
	INS. DISC								
33034	INS. PT/POST	2	2	2	2				
33504	Pole Top Pin	1	1	1	1				
	CUTOUT								
35511	Dbl. upset Bolt	1	1	1	1				
	GROUND								
	1368-Transf. Dev.								
	CUTOUT								
	13__								
47525	Line Guard	1		1					
	Special Bin Stock								

MAP NO. _____
UNIT SHEET _____
STAT. REPT. _____
POLE CARD ADDN _____
POLE CHG SUM _____
R/W & PERMITS _____
EXTN. POLICY _____
BY _____ DATE _____

JOB SKETCH

Sketch Check List: ___R/W ___Pole Numbers ___North Arrow ___Scaled reference to section or 1/4 corner

SCALE: _____



SPECIAL INSTRUCTIONS AND REMARKS _____

PERMITS AND/OR R/W REQ'D. NONE.

AGREEMENTS REQ'D NONE.

CERTIFIED CORRECT

CREW FOREMAN _____ 19

DISTRICT MANAGER _____ 19

ESTIMATED/DRAWN BY- OHIC 9-8 1966

MAP NO.- B-8-3-D-3

URBAN [X] RURAL [ ] | COUNTY- JACKSON | SECT. 8 | TAX AREA CODE N

JOB CODE: [ ]

REMARKS:

SHEET ___ OF ___ SHEE

RECEIVED
OCT 24 1966

FORM B-99 REV 10-65 SP*28401-754

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 21, 1966

S. 511.4 (1)
6670

To: MEMO TO THE FILES

SUBJECT: Photographs
TouVelle Gravel Pit
Antelope Creek-Medford Unit
Crater Lake Highway
Contract No. 6670
Prefix No. 15-1028

In order to document the before and after operations at the above subject gravel source, aerial photographs were taken of the area. The before photographs are listed in the Highway Department files under JAB4 dated 2-15-66 and consist of seven pictures. They are scaled 1"=1000' with a 6" F.L. The after photographs are lettered JAB4 in the Highway Department filing system dated 10-1166 and are also 1"=1000' with a 6" F.L. and consist of eight photographs. There are also two oblique pictures, Nos. A275, 37 and 38 taken by Mr. Gene Kinney.

These photographs will serve as documentation if any is needed by the Department due to the operations in this area.

All photographs pertaining to this operation are in the contract file at the Division office.

J. B. Boyd

J. B. BOYD
Assistant Division Engineer

NOTED
F. B. KLABOE

JBB/cw
cc F. B. Klaboe
F. D. Morgan
B. E. Brown

RECEIVED
OCT 7 - 1966
OREGON STATE HIGHWAY COMMISSION

FOR FILING
6670

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 30, 1966

To: Mr. F. D. Morgan
Construction Engineer
S A L E M

SUBJECT: TouVelle Gravel Pit
Antelope Creek-Medford Section
Crater Lake Highway
Contract No. 6670
Prefix No. 15-1028

Mr. Meyer, Property Manager, and Mr. Jim Vaughn, District Supervisor, for the Game Commission, visited this office in regard to the above subject property. As you know, we have expended our gravel in this pit and it was suggested by Mr. John Walker and Mr. F. B. Klaboe that the Game Commission be made aware of its availability. This was done and both Mr. Meyer and Mr. Vaughn are interested in acquiring the 28 + or - acres in this site.

Apparently Mr. Meyer's normal contact is with Mr. L. V. Koons of the State Park Department and, as he is also interested in our gravel source on the North Umpqua at Winchester, it was suggested that he write the letter to Mr. Koons and maintain his normal line of inquiry.

A letter should be received in the very near future from Mr. Meyer offering to negotiate for this property, at his usual amount.

We are in the last stages of paving on this project and the site should be available probably within the next month.

J. B. BOYD
Assistant Division Engineer

JBB/cw
cc F. B. Klaboe ✓
B. E. Brown
L. V. Koons

NOTED
F. B. KLABOE

LLOYD P. SHAW

RECEIVED
OCT 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 3 - 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 9 - 1966
FOR FILING
S-54-47(9)
6670

September 9, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

Re: Asphaltic Concrete Base Lift
Depth
Antelope Creek-Medford Section
Crater Lake Highway
Oregon Project S-5847(9)
Contract No. 6670

We have your letter of August 29 concerning a deficiency in depth of A.C. Cores on the Antelope Creek-Medford Section, Contract No. 6670.

Please be advised that our Resident Engineer has been contacted and reports that he is fully aware that the first 1,200 feet of paving done on the project, Stations 2192-2204, is slightly under the two inches in depth as planned. He also advises that the top lift of A.C. depth will be increased slightly in order that the total completed thickness will meet planned depths.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan

JHW:bjm bg

Form CD-121
(1-63)
(Pres. by
A.O. 209-70)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 29, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-SU 47(9)
Crater Lake Highway
Antelope Creek - Medford Section
Contract No. 6670

Review of a laboratory core report received for the above project indicates an asphalt concrete base deficiency in the vicinity of station 2195. Corresponding laboratory cores are numbered 790730 to 790733.

With a nominal plan base thickness of two inches indicated, we believe laydown could be accomplished within a tolerance of ± ¼ inch. We would appreciate your comments on this.

1.2

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 1 1966
CONSTRUCTION
DIVISION

REFERRED TO
Walker
BY ASST. STATE HWY. ENGR.

orig
copy to Young
9-1-66

RECEIVED
AUG 30 1966
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 18 1966
FOR FILING

C-2(L-47)(7)

6670

August 17, 1966

Mr. Jack D. Canon
Interstate Stone and Block Company
3300 Crater Lake Avenue
Medford, Oregon 97501

Dear Mr. Canon:

In your letter of August 5, you called our attention to the connection between the new Crater Lake Highway and Crater Avenue being constructed on the Antelope Creek-Medford Section of the Crater Lake Highway.

Our investigation, which was taking place prior to receiving your letter, has resulted in a proposal to locate a new connecting road on the tangent section near Station 2280 northerly of the existing connection. It will line up with a new street now being constructed.

If you have any further questions concerning this matter, please contact Mr. B. E. Brown, Resident Engineer. He will be more than happy to explain this new proposal to you.

Thank you for bringing this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: The Honorable Mark O. Hatfield
Mr. Glenn L. Jackson (Enc.)

Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. Victor D. Wolfe (3923)
Mr. F. D. Morgan
Mr. L. R. Chandler
Mr. B. E. Brown

FBK:srb

MARK O. HATFIELD
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

August 18, 1966

Mr. Jack D. Canon
Interstate Stone and Block Company
330 Crater Lake Avenue
Medford, Oregon

Dear Mr. Canon:

Thank you for providing us with a copy of the letter which you addressed to the HighwayaCommission concerning the exit on Highway 62. We have asked that the Highway Commission give prompt attention to your criticism and I assume that by now representatives of the Department have been in touch with you on this matter.

Sincerely,

Governor

MOH:ne

cc: Forrest Cooper, Oregon State Highway Department

NOTED
CORRESPONDENCE

RECEIVED
AUG 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

INTERSTATE STONE AND BLOCK COMPANY

JACK D. CANON

G. S. "Jerry" STUBBS

3300 CRATER LAKE AVE · MEDFORD, OREGON · 97501 · PHONE 772-7173

3923

ALL 10 66

C. FRED GEDERWOOD

August 5, 1966

Mr. Forrest Cooper, State Highway Engineer,
State Highway Building,
Salem, Oregon.

Dear Mr. Cooper:

In accordance with my phone call to you today, I am calling your attention to a very important matter that we feel should be given your prompt investigation.

Our business as noted from our letter head is located at 3300 Crater Lake Avenue and we are, through this letter, issuing a complaint with reference to the location of the exit off Highway 62 on the curve between Delta Waters Road and our property.

In the first place this is a very dangerous place to try and get on or off of Highway 62. The high bank cuts the vision both ways and with our trucks and fork-lifts it is almost impossible to get across the traffic and in to our property. We know that during a construction program as you have going now on this project there always will be accidents as a result of people not knowing where to go. However, if this proposed exit is allowed to be completed as is now planned, how many accidents or loss of lives will it take before it is corrected?

Also with the fast traffic on Highway 62 at this curve it is almost impossible to find the exit as you cannot see the Avenue on the other side, this has inconvenienced us and our business has suffered because our customers cannot get to us.

My recommendation would be to change the exit to a point on Highway 62 farther north as the road straightens out to allow better vision from both sides.

From a safety standpoint we urge you to take steps to correct this dangerous exit while the road is still in the process of being built. We have witnessed several accidents on this exit and know that exits on banked curves are usually not tolerated.

We will appreciate anything you can do to correct this situation.

Very truly yours,

Jack D Canon

JACK D. CANON

c.c. Mr. B. E. Brown, Resident Engineer
Mr. Glenn Jackson, Chairman State Highway Com.
Governor Mark Hatfield

RECEIVED
AUG 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

INTERSTATE STONE & BLOCK COMPANY
DEPENDABLE · QUALITY · SERVICE
3300 CRATER LAKE AVE. MEDFORD, OREGON
Complete masonry supply

RECEIVED
JUL 27 1966
FOR FILING

PAUL W. HAVILAND
KARL CLINKINBEARD

S-SW-47 (4)

HAVILAND & CLINKINBEARD
ATTORNEYS AT LAW
THE MALL
1005 EAST MAIN STREET
MEDFORD, OREGON 97501

July 22, 1966

6670

Mr. G. E. Rohde
Chief Counsel
State Highway Department
Salem, Oregon 97310

cc Morgan
Chandler
7-26-66

Re: Construction-Crater Lake Highway,
Vicinity of Biddle Road, Hilton
Road, Bullock Road and Corona Ave.
Jackson County, Oregon

Dear Mr. Rohde:

Apparently, as I read your letter of June 29, 1966 in answer to my previous communication of June 8, 1966, you did not read the first paragraph wherein I indicated that this office was representing Mr. and Mrs. Kenneth Cearley and the descriptions of the properties involved were designated by deed records.

The fact nevertheless remains that you have enlarged the culverts and drainage facilities to dimensions that will carry a substantial additional volume of water which has been brought about by a change in the use of the lands lying easterly of the new construction.

You state that no drainage areas will be added to this flow which does not now naturally drain through these facilities but that isn't basically the issue.

The issue here is that people who have drainage water flowing across their lands are only required to provide drainage for the amount of water that has naturally been flowing over their lands for the previous ten years and does not include a greatly increased volume of water that has been brought about by the different use of the lands making up the drainage area.

As an example of this and one of the reasons why you have obviously increased the size of the culverts, during rainstorms within the past two years waters backed up on the easterly side of Crater Lake Highway whereas in years before, this was not the case.

NOTE TO ROHDE 7-26-66:

I suggest you merely acknowledge this letter unless you have more information to add to the subject.

FHK

It seems that it should not be necessary for me to point out to you or the other officials involved their responsibility in causing additional water to flow over anyone's lands when there is no right to do so.

Also, where property has been developed for housing and especially commercial uses, the normal water which would be held by the land is no longer held and, as a consequence, runs off rapidly, creating the problem of which we are concerned.

I wish you would cite to me any law which gives an easement across anybody's property for the natural flow of waters of a volume increased over that which has been flowing for the previous ten years.

I believe I indicated to you previously that it is proposed that a large shopping center of some thirty to forty acres is intended to be constructed immediately easterly of the Crater Lake Highway which will mean nothing but roofs and asphalt pavement from which the heavy rains will immediately drain into the culverts that you have enlarged.

I am sure that your attitude and the attitude of the other officials involved would be considerably different if it were your property through which the increased water was going to flow.

In any event, you have all been put on notice and I am sure before another year passes there will be many people calling to your attention the fact that you did not provide for what could reasonably be anticipated.

Your consideration is sincerely appreciated.

Very truly yours,

HAVILAND & CLINKINBEARD

Paul W. Haviland

PWH:ms

cc: Mr. and Mrs. Kenneth Cearley
Mr. Robert Carstensen, Jackson County Engineer
City Manager, Medford, Oregon
Mr. R. L. Porter, Deputy State Highway Engineer
Mr. F. B. Klaboe, Assistant State Highway Engineer

RECEIVED
JUL 25 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 15 1966

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

S-4-47(9)
6670

Roseburg, Oregon
July 11, 1966

To: MEMO TO THE FILES

SUBJECT: Drainage and Construction
Crater Lake Highway
Antelope Creek-Medford Section
Contract No. 6670
Prefix No. 15-1028

NOTED
F. B. KLABOE

During a meeting with Mr. Vern Thorpe, City Engineer, City of Medford, the subject of drainage from the new shopping center being built on the easterly side of Crater Lake Highway northerly of Biddle Road was brought up. This drainage problem was the subject of a letter addressed to Haviland and Clinkinbeard, Attorneys at Law, Medford, by Mr. G. E. Rohde.

The City Engineer's office is studying the possibilities of a sewer system to contain the water from the McComas property. I was asked my opinion of a sewer system adjacent to the off ramp from the Crater Lake Highway to Biddle Road with the possible cooperation between the city and State in increasing the size of the storm sewer on the Biddle Road Interchange job. They were offering a proposal of an open ditch adjacent to the off leg and I gave my personal opinion: In a built-up area such as this, an enclosed conduit would be greatly preferable and recommended by me. I believe that a cooperative project would be possible if they formulated their plans far enough in advance of our contract letting. These opinions were expressed to Mr. Thorpe for his information only.

J. B. BOYD
Assistant Division Engineer

JBB/cw
cc F. B. Klaboe ✓
G. E. Rohde
F. D. Morgan
R. L. Lammert
B. E. Brown

RECEIVED
JUL 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 8 1966
FOR FILING

S-SU-47(9)

L.L.D.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1966

SUBJECT: Indenture of Access
R/W File 37601 - White City Corp.
Antelope Cr.-Medford Section
Crater Lake Highway

To:
Mr. D. H. Moehring
Right of Way Engineer
B U I L D I N G

Attached are information sheets concerning a request for an indenture of access on the subject file. Also attached is a check for the filing fee, sketch maps, road approach applications and proposed service station plans.

Reasons for this request are set forth in Mr. Bond's June 30, 1966 letter to Mr. Klaboe.

F. D. Morgan
Construction Engineer

By
Dorland E. Swan
Dorland E. Swan
Staff Assistant

NOTED
F. B. KLABOE

DES:nh

Attachments

cc: F. B. Klaboe
L. R. Chandler
J. F. Hagemann

RECEIVED
JUL 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X REV 7-65

RECEIVED
JUL 5 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-SH-47(7)

6670

805

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 29, 1966

7-5-66
REFERRED TO
Morgan - Chandler
BY ASST. STATE HWY. ENGR

Haviland & Clinkinbeard
Attorneys at Law
The Mall
1005 East Main Street
Medford, Oregon 97501

Re: Construction-Crater Lake Highway,
Vicinity of Biddle Road, Hilton
Road, Bullock Road and Corona Ave.
Jackson County, Oregon

Gentlemen:

I have been requested to reply to your letter of June 8, addressed jointly to the State Highway Commission, Mr. Carstensen, County Engineer, Jackson County, and Mr. Duff, City Engineer, City of Medford.

The Highway Commission is improving the Crater Lake Highway and its interchange with the Interstate Freeway in the vicinity of Biddle Road and the other streets you mention in your letter. In the construction of the project, provision must be made, as in all highway construction, for the continuance of the surface drainage in its natural course.

Project plans for the improvement of the Crater Lake Highway calls for certain existing culverts to be extended in their same dimension and in one instance an existing culvert is to be extended and enlarged. The purpose, however, is solely to continue the natural drainage without interference by the highway. No drainage areas will be added to this flow which does not now naturally drain through these facilities.

Under the circumstances, it is my opinion the Highway Commission is only carrying out its obligations with respect to the handling of surface waters which come upon its property.

It is interesting to note that, although you pinpoint the land and the activity which you believe may cause damage to your

NOTED
F. B. KLABOE

client's property, you have not named the owner of that land nor the party initiating the activity in your letter.

As you know the Highway Commission's authority does not include the powers to regulate the use of private property nor the construction placed thereon. Protection of your rights in regard to the use of property by adjacent owners is properly directed to the local authorities within whose jurisdiction such matters lie.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:hg

CC - Mr. Robert Carstensen
County Engineer
Jackson County Courthouse
Medford, Oregon

Mr. Robert Duff
City Manager
City Hall
Medford, Oregon

Mr. R. L. Porter
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Mr. F. B. Kiaboe
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

RECEIVED
JUN 30 1966
STATE HIGHWAY ENGINEER

Salem, Oregon 97310
June 16, 1966

Mr. G. E. Rohde
Chief Counsel
B U I L D I N G

Antelope Creek-Medford
Section, Crater Lake
Highway

I enclose a copy of a letter addressed to the State Highway Commission concerning the enlargement of drainage facilities on this project.

We have three pipes in the area; two are being extended in kind and the third is being increased from a 36-inch to 54-inch diameter size due to the anticipation that water from a shopping center will increase the runoff delivered to the pipe.

To my knowledge, we are adding no other drainage areas to the existing natural pattern. We are merely increasing the size of a pipe to handle what we believe will be an increase in quantity of water delivered to our right-of-way and, under these circumstances, should not be involved in any damage claim.

Please reply to Mr. Haviland's letter with a carbon copy to me.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enclosure

cc: Mr. Victor D. Wolfe (3609)

.3609

HAVILAND & CLINKINBEARD
ATTORNEYS AT LAW
THE MALL
1005 EAST MAIN STREET
MEDFORD, OREGON 97501

PAUL W. HAVILAND
KARL CLINKINBEARD

MITCHELL KARAMAN

June 8, 1966

REFERRED TO
Admin
BY
Copy to Kohler

State Highway Commission
Salem, Oregon

Mr. Robert Carstensen
County Engineer
Jackson County Courthouse
Medford, Oregon

Mr. Robert Duff
City Manager
City Hall
Medford, Oregon

Routing
Morgan
Decker
Bond
Barbee
Walker

RECEIVED
JUN 13 1966
CONSTRUCTION

Re: Construction - Crater Lake Highway,
Vicinity of Biddle Road, Hilton Road,
Bullock Road and Corona Avenue
Jackson County, Oregon

Gentlemen:

Please be advised that this office represents Mr. and Mrs. Kenneth Cearley who are the owners of property described in Deed Record Volume 458, page 36, and are purchasing property from Mr. and Mrs. Fisher as described in Deed Record Volume 241 at page 222, and Deed Record Volume 279 at page 591.

This is to inform you that the changes in the Crater Lake Highway have brought about the inclusion thereunder of greatly enlarged facilities for the drainage of surface water and that there are no facilities or drainage related to the described property herein to facilitate the movement of water across these properties to Bear Creek.

You are hereby advised that the development of the new proposed shopping center of some sixty acres and the development of the Dodge Center adjacent thereto resulting in construction of buildings and paved areas will cause a serious increase in the flow of surface waters and will cause damage to the properties referred to herein and there is no obligation on the part of our clients to allow any increase in the natural flow of surface waters that have been carried across their lands during the past ten years.

NOTED
6-14-66
W. H. TEBEAU

RECEIVED
JUN 9 1966
OREGON
STATE HIGHWAY COMMISSION

If it was not anticipated that the flow of surface waters would be greatly increased, it would not have been necessary for the enlargement of the culverts under Crater Lake Highway and the relocation of some of them.

In the event of a heavy rainstorm, the damages will be substantial and will be directly attributed to the increase of water flowing under the Crater Lake Highway and not only the property of our clients but property all along Biddle Road will suffer serious flood damage.

It is my understanding that this matter could be reasonably cured without the possibility of future damage by the location of a drainage easement along the Medco Road and across property owned by Mark Boyden direct to Bear Creek.

It is my firm conviction that it is illegal for you to provide for increased drainage under the Crater Lake Highway which will be brought about by the change in the normal surface water flow by reason of construction and improvement without providing for the ultimate disposal of that increased surface water without damage to the people lying between Crater Lake Highway and Bear Creek.

This will serve to put each of the agencies involved on notice and the individuals involved personally.

I trust that you can work out a solution.

Very truly yours,

HAVILAND & CLINKINBEARD

Paul W. Haviland

PWH:ms

CERTIFIED MAIL -
RETURN RECEIPT REQUESTED

RECEIVED
JUN 10 1966
OFFICE OF
STATE HIGHWAY ENGINEER

3 pipes in area. 2 standard in bad - 1 running from 36" to 54" at suggestion 7 shopping center.

DGK.

FORM E-20 50M 3-65 SP*6470-734

OREGON ST... ...TMENT

INTER-DEP... ...ONDENCE

Roseburg, Oregon
May 20, 1966

Routing

Morgan
Decker
Bond
Walker
Glenn
Swan

RECEIVED
MAY 23 1966
CONSTRUCTION
DIVISION

To: R. L. Lammers
District Maintenance Supt.

With reference to your memorandum of May 17, I believe that it would be proper at this time to advise the County and the City by letter that any diversion of water from natural channels which uses the highway right of way to carry this water to natural drainage, cannot be allowed unless such use of the right of way can be in closed conduits, the location and size of which are approved by this department. Notification to the developers should probably come from our Legal Department and by copies of this letter I am advising Mr. Morgan and Mr. Hunter of the probable consequences. We cannot permit a condition to develop in the roadway of a similar nature to that which exists along Daisy Creek on the Medford-Provolt Highway.

DELIVERED TO
Tebeau
By Construction Engineer

Study & submit report on possible drainage problems.

for John Conner
L. R. Chandler
DIVISION ENGINEER

cc: F. D. Morgan
E. S. Hunter
Robert J. Carstensen, County Engineer, Jackson County
Vernon Thorpe, Director of Public Works, City of Medford

RECEIVED
JUN 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
5-26-66
W. H. TEBEAU

copy to Rohde
6-16-66

Monagan

Buxa

FORM E-20 SON 3-58 SP*6470-734

OREGON [illegible] DEPARTMENT

INTER-DE[illegible] CORRESPONDENCE

[illegible]

[illegible]: Meeting to Discuss Drainage [illegible] Lake Highway

To:

MEMO TO THE FILE

On Thursday, [illegible] office with Verne Thorpe, Medford Public [illegible] Jackson County Engineer; W. L. Warren, [illegible] McComas, who is the developer of a new shopping center [illegible] Lake Highway; and a lady who, I believe, was [illegible] McComas.

The McComas people are developing a large area along the south easterly side of Crater Lake Highway between Biddle Road and Hilton Road. They are aware of the Highway Department's [illegible] relocation of the Crater Lake Interchange and have confined their development plan outside the newly revised areas of taking. They do, however, intend to utilize the drainage pattern which carries water from south east to north west under the Crater Lake highway in this area. Drainage facilities which are being extended or enlarged along the area under the present Antelope Creek - Medford project include a 36" concrete pipe near station 2351, a 24" concrete pipe near station 2344, and a 54" culvert pipe near station 2340+50. We attempted to stress the importance of drainage conditions to these people as some trouble has developed in the past , from time to time, with the property owners along Hilton Road due to retarded discharge conditions between Crater Lake highway and Bear Creek. Mr. McComas committed himself as placing 69 acres of land under buildings and/or asphalt pavement in the new development which will be required to drain through the above listed facilities. We strongly recommended that some method be employed to relieve the existing discharge pattern from Crater Lake highway to Bear Creek but I don't believe the point was well made. I don't think Mr. Warren recognized any problem and Mr. Thorpe was non-committal. Mr. Carstensen had an awareness of past conditions and suggested splitting the drainage at Hilton Road. The drainage pattern which exists is such that the water first crosses under Crater Lake highway, then flows in natural channels to Hilton Road, is piped under Hilton, flows to the Medco truck road, is piped under the truck road and ultimately reaches Bear Creek. Mr. Carstensen's [illegible] a portion of the water

Morgan
Becker
Bond
Olson

RECEIVED
[illegible] 1960
CONSTRUCTION
DIVISION

[illegible]
DOE
MAY 18 1960

down the southerly side of [illegible] existing storm sewer along Biddle Road. This storm [illegible] be released into an open channel to be dug along the [illegible] and within the right-of-way, of the Medco truck road where it [illegible] flow to Bear Creek.

No commitments were [illegible] the meeting. We only wish to go on record to [illegible] to the attention of everyone concerned and [illegible] that future problems may result from the drainage being [illegible] this system. It is hoped that our obligation will be somewhat relieved if these problems should develop, as we feel that any improvements which might prove to be required would now, or at a later date, be an obligation of the developers of the site.

A. A. Anderson
Asst. Dist. Maint. Supt.

AAA/jp

cc: Carl M. Williams

RECEIVED
MAR 17 1966
FOR FILING

S-SU-47(9)
6670

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1966

SUBJECT:

To: Mr. L. R. Chandler
Division Engineer
P.O. Box 1428
Roseburg, Oregon

Consent is given to the proposed subcontract between Warren Northwest and Construction Trucking Service covering part of Items 13, 14, 18 and 19 on the Antelope Creek-Medford Contract No. 6670, Oregon S-SU-47(9).

Four copies of the subcontract are returned herewith.

F. D. Morgan
Construction Engineer

By
D. E. Swan
Staff Assistant

DES:nh

Enc.

cc: A. W. Parsons
File

Note: Four previous subcontracts for $166,589.50. This one $192,628 for a total of $359,217.50 or 24.51%.

RECEIVED
JAN 13 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
REPORT FILING
S-SU-47(7)
6670

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 11, 1966

Rogue River Valley Irrigation District
3139 Merriman Road
Medford, Oregon 97501

ATTENTION: Mr. Harold Sexton

Re: Clemens Delivery Ditch
Antelope Creek-Medford Section
Crater Lake Highway
Jackson County
Project No. S-SU-47(9)
Contract No. 6670

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of December 31, 1965, have been approved by the State. You are hereby authorized to proceed with this work as of January 10, 1966.

Prior to beginning work you are requested to contact Mr. B. E. Brown, Resident Engineer, 2692 North Pacific Highway, Medford, Oregon 97501, Phone 773-4198, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed subsequent to January 10, 1966 will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By
T. W. Litchfield
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
L. R. Chandler
B. E. Brown
J. E. Holcomb

RECEIVED
JAN
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1965
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. BRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-SU-47(9)

1170

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 17, 1965

Rogue River Valley Irrigation District
3139 Merriman Road
Medford, Oregon

ATTENTION: Mr. Harold Sexton

Re: Clemens Delivery Ditch and Boyden Lateral
Antelope Creek-Medford Section
Crater Lake Highway - Jackson County
Project No. S-SU-47(9)
Contract No. 6670

Gentlemen:

We hereby approve the hourly rates for survey work as proposed in your letter of November 10, 1965.

Reimbursement for work performed subsequent to December 16, 1965 will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

PGP:bjm

cc: F. B. Klaboe
L. H. Young
C. H. Maison
L. R. Chandler
B. E. Brown
J. E. Holcomb

RECEIVED
DEC 21 1965
OFFICE
STATE

RECEIVED
NOV 24 1965
FOR FILING
S-SO 17 (9)
6670

742

November 23, 1965

Mrs. R. M. Ford
3284 Crater Lake Avenue
Medford, Oregon

Re: Antelope Creek-Medford
Crater Lake Highway
Contract No. 6670
Drainage - Station 2287

Dear Mrs. Ford:

The drainage problem involving your property and the Crater Lake Highway near the north city limits of Medford, which was the subject of your November 6 letter, has been investigated. This will confirm the information given to you by our Resident Engineer, Mr. Bill Brown, to the effect that adequate facilities will be constructed under the current widening project to provide a drainage pattern at least as good as has existed previously.

Mr. Brown will contact you again after additional survey data has been studied and a specific plan determined.

Thank you for your interest in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Victor D. Wolfe
Mr. F. J. Morgan
Mr. L. R. Chandler
Mr. Bill Brown (Encl.)

REFERRED TO
Admin
BY SECRETARY

3284 Crater Lake Ave
Medford, Oregon
Nov 6, 1965

2036
NOV 8 65

State Highway Dept.
Salem, Oregon.

Dear Sirs:

I am very worried about the "Dam" (you call it a Road) you have been constructing in the ditch between the old Crater Lake Ave and Highway 62 just outside Medford city limits. Practically no drainage has been provided in the low area and the drain that has been here for over twenty years is now blocked. Heavy rainfall caused extensive damage to our home and other property. It is true that about 1/4 mile north of our place there is another drain but this drain alone will not care for the area directly in front of and south of our property. It did not last December during heavy rains. Now with the almost complete blockage of our former drain area between the old avenue and

MORGAN RID

Highway 62, where do you expect the drain off water to go? Please do something before damage occurs.

I also want to protest the removal of the off and on ramp just north of our place. To remove it will mean that our access to Medford via Highway 62 may be blocked by water in a low drainage area during the rainy season. On the present ramp we can get in and out of our home even though areas of the old Crater Lake (Highway) are both to the north and south of our home are (as I have seen them at times) blocked by water. Without this ramp we could be completely cut off from our home. Yes even with the new ramp south of us we could be cut off.

Sincerely,
Mrs R. M. Ford
3284 Crater Lake
Medford, Oregon

RECEIVED
NOV 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV - 8 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 2 - 1965
FOR FILING
S-54-147(9)
6670

MISC. CONTRACTS and
AGREEMENTS No. 2930

November 12, 1965

Agenda Item
4Q
11-4-65

Rogue River Valley Irrigation District
3139 Merriman Road
Medford, Oregon

Attention: Harold Sexton

Gentlemen:

We are enclosing for your records a fully executed copy of a Construction Agreement covering the Antelope Creek-Medford Section on the Crater Lake Highway in Jackson County.

A fully executed copy of the Construction Agreement has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: T. W. Litchfield

RECEIVED
NOV 1 - 1965
FOR FILING

S-Sal 47(9)
6670

October 29, 1965

Oregon State Highway Commission

Gentlemen:

An agreement between the Oregon State Highway Commission and the Rogue River Valley Irrigation District providing for the reconstruction of certain irrigation facilities conflicting with the construction of Antelope Creek-Medford Section of the Crater Lake Highway in Jackson County will be presented for your consideration at the November 4 meeting.

This agreement provides for the reconstruction and maintenance of the Irrigation District's facilities made necessary by the construction of our project through this area. It is estimated this construction will cost the State $19,200, of which $18,500 has been included in the existing contract. The additional $700 is for work to be done by the District and billed to the State.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klabee
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
T. W. Litchfield
L. R. Chandler

TWL:bjm bg

RECEIVED
DEC 27 1965

STATE COPY

Nelson - 1.+

Form approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

FOR FILING

PROJECT REPORT NO.

S-SU-47(9)

6670

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-3-65

STATE: Oregon

COUNTY: Jackson

PROJECT NO.: S-SU-47(9)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 62 5.60 Mi. N. Medford S. 6.78 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-12-65	6.894
*OTHER *(Specify)*		

FUNDS

Pro Rata 63.45%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,623,697.00	$ 1,030,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. H. Slater

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

BY A. H. Parsons
(Division Engineer)

L. R. Backlund

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer September 3, 1965

Oregon State Highway Department

Federal Aid
Project No. S-SU-47(9)

ANTELOPE CREEK - MEDFORD SECTION OF THE

CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 26, 1965

Type Code 6201
Roadway (Sta. 1991+00 to Sta. 2355+00)

Clearing and Grubbing	All Required			$ 5,900.00
Ditch Excavation, Unclassified	1,360	cu.yd.	2.55	3,468.00
General Excavation, Unclassified	146,000	cu.yd.	0.76	110,960.00
Embankment Foundation Excavation Unclassified	15,200	cu.yd.	1.18	17,936.00
Overhaul	5,400	C-yd.sta.	0.40	2,160.00
Special Borrow Excavation, Unclassified	30,300	cu.yd.	1.00	30,300.00
Finishing Roadbed and Slopes	6.99	mile	1,100.00	7,689.00
Rounding Cutbanks	2,900	lin.ft.	0.18	522.00
Trench Excavation	5,800	cu.yd.	3.00	17,400.00
Special Backfill in Drains	55	cu.yd.	6.50	357.50
Watering	4,700	M-gal.	2.70	12,690.00
Obliteration of Roadway	22	stas.	100.00	2,200.00
Subbase	180,000	ton	1.27	228,600.00
3/4" - 0 Material in Stone Leveling Course	42,400	ton	2.30	97,520.00
3/4" - 0 Aggregate in Prime Coat	1,440	cu.yd.	4.10	5,904.00
RC-250 Asphalt in Prime Coat	220	ton	47.00	10,340.00
RS-1 Asphalt in Tack Coat	16	ton	60.00	960.00
Plant-Mix Stone Base	160,000	ton	1.95	312,000.00
Class "B" Asphalt Concrete Mixture	68,500	ton	3.75	256,875.00
Asphalt Cement in Mixture	3,770	ton	38.50	145,145.00
Detour Surfacing	12,000	lin.ft.	3.44	41,280.00
Drainage Structure, Sta. 2066+89	All Required			8,480.00
Drainage Structure, Sta. 2085+95	All Required			7,260.00
Drainage Structure, Sta. 2119+08	All Required			10,580.00
Drainage Structure, Sta. 2148+62	All Required			6,220.00

Drainage Structure Sta. 2176+35	All Required		$ 13,730.00
Drainage Structure, Sta. 2273+04	All Required		9,050.00
Drainage Structure, Sta. 2312+85	All Required		16,840.00
12-inch Culvert Pipe	3,550 lin.ft.	2.80	9,940.00
15-inch Culvert Pipe	22 lin.ft.	3.67	80.74
18-inch Culvert Pipe	1,830 lin.ft.	3.71	6,789.30
24-inch Culvert Pipe	300 lin.ft.	4.68	1,404.00
54-inch Culvert Pipe	140 lin.ft.	18.30	2,562.00
18-inch Arch Type Pipe	660 lin.ft.	3.93	2,593.80
18-inch Siphon Pipe	580 lin.ft.	4.50	2,610.00
21-inch Siphon Pipe	200 lin.ft.	7.00	1,400.00
24-inch Siphon Pipe	380 lin.ft.	9.00	3,420.00
Installing State-Furnished Siphon Pipe	240 lin.ft.	4.00	960.00
6-inch Drain Pipe	800 lin.ft.	1.30	1,040.00
8-inch Drain Pipe	180 lin.ft.	1.65	297.00
Salvaging and Relaying Pipe	70 lin.ft.	12.00	840.00
18-inch Culvert End Sections	10 only	28.00	280.00
24-inch Culvert End Sections	1 only	46.00	46.00
Concrete Manholes	1 only	300.00	300.00
Concrete Inlets, G-1	5 only	120.00	600.00
Concrete Inlets, G-2M	4 only	150.00	600.00
Concrete Junction Boxes	1 only	200.00	200.00
Concrete in Siphon Boxes	50 cu.yd.	90.00	4,500.00
Reinforcement in Siphon Boxes	4,700 lbs.	0.16	752.00
15-inch Metal Slide Gate	1 only	90.00	90.00
21-inch Metal Slide Gate	1 only	350.00	350.00
Adjusting Manholes	4 only	60.00	240.00
Concrete Curbs	70 cu.yd.	55.00	3,850.00
Extra for A.C. Concrete Approaches	120 only	35.00	4,200.00
Guide Posts, W-1	200 only	7.00	1,400.00
Guide Posts, Y-1	200 only	7.25	1,450.00
Guard Rail	1,800 lin.ft.	3.00	5,400.00
Rail End Pieces	10 only	5.00	50.00
Sign Support Footings	All Required		3,070.00
Pipe Sign Posts	All Required		780.00
Single Sign Supports	All Required		3,240.00
Double Sign Supports	All Required		4,620.00
Painted Wood Sign Posts	All Required		1,120.00
Type "A" Signs in Place	1,350 sq.ft.	6.95	9,382.50
Type "C" & "D" Signs in Place	340 sq.ft.	3.25	1,105.00
Type "E" Signs in Place	244 sq.ft.	3.40	829.60
Type "P" Signs in Place	188 sq.ft.	4.80	902.40
			$1,465,588.84

Flagging (57% of Contractors Cost)	All Required	$ 5,000.00
Seeding and Mulching	All Required	5,000.00
Signing	All Required	500.00
		10,500.00
	Subtotal	1,476,088.84
	10% Engr. & Cont.	147,608.16
	Total	1,623,697.00

Length of Project_ _ _ _ _ _ _ _ _ 6.894 miles
Cost of Roadway Per Mile _ _ _ _ $235,523.20

Federal Funds	$1,030,000.00
State Funds	593,697.00
Total	1,623,697.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maint: Chap. 529, Laws 1939

RECEIVED
SEP 27 1965
FOR FILING

5-5U-47(9)

6670

Agenda Item 4 l 8-23-65

Salem, Oregon
August 27, 1965

MISC. CONTRACTS and AGREEMENTS No. 2895

Cooperative Construction Agreement
Antelope Creek-Medford Section
Crater Lake Highway #22
City of Medford

Mr. H. S. Cox
County & City Engineer
BUILDING

Attention: Mr. D. N. Harwell
Office Engineer
County & City Division

Attached is a conformed copy of an agreement between the City of Medford and the State Highway Commission covering the above-named subject.

A fully executed copy of the agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Medford.

Secretary

bb
Attach: 1

RECEIVED
AUG 9 - 1965
FOR FILING

Form 23-Fed.-Ed.-Rev. GP-6230-734

S-SU47(9)
6670

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 6, 1965

To: Mr. D. H. Moehring
Right of Way Engineer
BUILDING

SUBJECT: Indenture of Access
R/W File 37924 - King Logging
Biddle Rd.-Camp White Section
Crater Lake Highway

Attached are information sheets concerning a request for an indenture of access on the subject file. Also attached are road approach permit applications.

Reasons for this request are set forth in Mr. Morgan's August 3, 1965 letter to Mr. Klaboe. This indenture has been approved by the Bureau of Public Roads.

F. D. Morgan
Construction Engineer

By

D. E. Swan
Staff Assistant

NOTED
F. B. KLABOE

DES:jkk
Attach

cc: F. B. Klaboe/
L. R. Chandler
R. Hagemann

RECEIVED
AUG 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 5 - 1965
FOR FILING

5-Su-47(9)

6670

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1965

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Indenture of Access
R/W File 37924 - King Logging, Inc.
Biddle Rd.-Camp White Section
Crater Lake Highway

Attached is a request for an indenture of access, road approach applications and sketch map. The request has been submitted to change the location only of two existing access points on the west side of the highway two miles north of Medford. The request has been made to better serve the property's commercial development.

This matter has been discussed with the Bureau of Public Roads' District Engineer, who has no objections to the proposed revision. Since this request involves a change in location, the matter can be approved by the local Bureau of Public Roads office.

We recommend that the indenture be approved.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:bjm
Attachments

cc: D. H. Moehring
L. R. Chandler
J. F. Hagemann

RECEIVED

Approved 8-3-65.
M B Klaboe
Asst. State Hwy. Engr.

RECEIVED
AUG 27 1965
FOR FILING

S-SU 47 (9)

6670

MISC. CONTRACTS and AGREEMENTS No. 2863

July 20, 1965

Agenda Item 4-r

Rogue River Valley Irrigation District
3139 Merriman Rd.
Medford, Oregon

Attention: Mr. Harold Sexton
Secretary-Manager

Gentlemen:

We are enclosing for the records and files of the Rogue River Valley Irrigation District a fully executed copy of an agreement between the State Highway Commission, and the Rogue River Valley Irrigation District which provides for reconstruction of a malfunctioning siphon.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

cc - Mr. T. W. Litchfield

P.S. An executed copy of the above agreement has been retained in this office for the Commission's files.

RECEIVED
JUL 8 - 1965
FOR FILING
Court
R/W
Crater Lake

July 7, 1965

Oregon State Highway Commission

Gentlemen:

On the agenda for your consideration at the July 13 meeting will be an agreement between the Rogue River Valley Irrigation District and the Oregon State Highway Commission which provides for the reconstruction of a malfunctioning siphon. This siphon was originally constructed in connection with our Highway project in about 1910. The estimated cost to the State for this work is $1,400.

This agreement has been signed by the Rogue River Valley Irrigation District and reviewed and approved by our Legal and Construction Divisions.

This will be done as part of the Highway project between Camp White and Medford to be constructed in August.

Your approval is recommended and authority is requested for the Secretary to sign on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Mr. Floyd Quary
Mr. F. B. Klabee
Mr. G. E. Rohde
Mr. F. D. Morgan
Mr. L. H. Young
Mr. C. H. Maison
Mr. L. R. Chandler
Mr. T. W. Litchfield
Mr. Victor D. Wolfe

PGP:hjm arb

RECEIVED
MAY 21 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FILING
S-SU 47(9)
6671

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
May 21, 1965

41

Mr. James A. Hurson, Director
Veteran Administration
Domiciliary
White City, Oregon 97542

RE: 6016/138

Riddle + White City to -

Dear Sir:

Referring to your letter of May 14, 1965 requesting information concerning change of access to your facility proposed for our Biddle Road-Camp White project on the Crater Lake Highway, there are included herewith two prints: one sheet of plan and profile along your frontage and one sheet of typical sections for the project which includes the new connection.

As you know, the Director of the Domiciliary requested at the hearing for the project that the entryway be relocated some 150 feet north of the present entranceway to permit a right angle approach instead of the present one. Physical access along your frontage is limited to Avenue "H", the present one, shown connecting to the roadway at about Station 1997+80. So far as right of access is concerned, however, additional entry could be granted by permit.

It is proposed to sever the present connection and replace at Station 1994+60 and limit access to this point only as indicated by the notation "access control".

Information received from the field provided the width of 20 feet of paved roadway as shown on the plan and presumed by this office as satisfactory compliance with the request. The print included with your letter, however, shows a width of 50 feet to be constructed by the State and suggests the use of curbs. Perhaps some information is not available to us to account for the difference.

Enc.
JEM:rw:fp
bc: F. B. Klaboe
Victor D. Wolfe
W. T. Wright

RECEIVED
MAY 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

NOTED
F. B. KLABOE

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

VETERANS ADMINISTRATION
DOMICILIARY
WHITE CITY, OREGON 97542
May 14, 1965

YOUR FILE REFERENCE:

IN REPLY REFER TO: 6016/138

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

In reference to paragraph 3 of your letter of January 15, 1965, concerning a new entrance to the Veterans Administration Domiciliary at White City, Oregon, we are enclosing a sketch showing our entrance road construction to the State Highway right-of-way.

We have a request from the Veterans Administration Real Estate Division in Washington, D.C., to the following effect:

> "Please contact the State and have them furnish a survey of the widening proposed and a description of the access rights which they propose we relinquish. A plat of this should be furnished as well as a narrative."

Please furnish us the information requested at your earliest convenience. Thank you for your cooperation.

Sincerely,

JAMES A. HURSON
Director

Encl: (1)

NOTED
R. L. PO...

RECEIVED
MAY 17 1965
OFFICE OF
STATE HIGHWAY ENGIN...

Show veteran's full name and VA file number on all correspondence. If VA number is unknown, show service number.

AVENUE 7

20'
Ease of
Pavement

R=10'

HOSPITA RO

3'

Aprox. Dit

R=15'

EXISTIN

AVENUE

444'

AL ROAD

20'
Edge of
Pavement

t Ditch

EXISTING EAST

HASHED AREA
TO BE CONSTRU
BY VETERANS'
ADMININSTRAT
DOMICILIARY

AVENUE R

20'

R = 20'

R = 20'

Ditch ℄ ±

R = 25'

R = 25'

30'
Curb to Curb

ASHED AREA
O BE CONSTRUCTED
Y VETERANS'
DMINISTRATION
OMICILIARY

AVE ENTRY

HOSPITAL RO

Aprox. ½ Dist

R-15'

E 15TH

AVE.

S. H. R.W

126' (scaled)

CHARLES BRUNING CO., INC. — NEW HUNDRED

ROAD

Ditch

R = 25'

HASHED AREA
TO BE CONSTRUCTED
BY VETERANS'
ADMININSTRATION
DOMICILIARY

EXISTING ENT

ROAD

NEW 50' ENTRY
FROM STATE HIGHWAY
62 TO BE CONSTRUCTED
BY STATE HIGHWAY
DEPARTMENT

APPROVED:

ACTING CHIEF ENGR.

DIRECTOR

V. A. DOMICILIARY
WHITE CITY, OREGON.

DRAWN HJO	SCALE	REVISIONS	DATE
CHECKED DWH	1" - 20'		
APPROVED			
DATE 4/9/35			

APPROVED:
ACTING CHIEF, ENGINEERING DIVISION
DIRECTOR

TITLE: HIGHWAY ENTRY
NO.

RECEIVED
MAY 7 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1965

S-SU 47(9)

6670

269

To: Mr. L. W. Riley
Right of Way Supervisor
Division III
Roseburg

SUBJECT: Biddle Road-Camp White Section
Crater Lake Highway
Jackson County

On the basis of Fred Klaboe's and others' decision on the morning of May 5, 1965, we are canceling the following listed files which were set up for the acquisition of access control only on the Biddle Road-Camp White Section four-lane project within the city limits of Medford. This decision was made after our Right of Way Map No. 8B-32-13 was handed to Mr. Klaboe and reviewed this AM.

File	Name	Area
37712	Wilbur A. and Lora A. Henry	- -
37713	Ralph Lee Mobley, Jr., et ux	- -
37714	Walter M. and Leona M. Luder	- -
37715	Louis P. and Susanne C. Older	- -
37716	George W. Field	- -
37717	Walter A. Radcliffe	- -
37724	O. E. Conklin, et al	- -
37725	Stephen O. and Eva L. Wilson	- -
37726	P. L. and May R. Rushton	- -
37727	A. H. and Lelia R. Birch	- -
37728	Herman Bros. Lumber Company	- -
37729	M B M Enterprises	- -
37730	Herbert R. and Kathleen J. Miller	- -
37731	Floyd W. and Charlotte Fogelquist	- -
37732	William P. and Lois M. McComas	- -
37733	Margery Idamae Shafer and Elaine Suzanne Eaton	- -
37734	Charles A. and Virginia E. Hendry	- -
37735	Joseph R. and Suzanne H. Kindell	- -
37736	Robert G. Murray	- -
37737	Ward and Mary Jones Cockeram	- -
37738	J. S. and Harriet B. Lydiard	- -

EFS/jg

cc: L. R. Chandler
Frank D. Morgan
Att: Floyd Scott
Carl Smith, Appraisal Dept.
Title Department
Frank Lowe

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

RECEIVED
MAY 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 2 - 1965

FORM E-80 30M 7-64 SP*6229-734

FOR FILING

S - 5447(9)

6670

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1965

SUBJECT: Access - Existing and Proposed
Biddle Road-Camp White Section
Crater Lake Highway
Jackson County

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

As per your letter of March 30, 1965 the recommended access points on the above section have been checked. There are no conflicts with traffic movement.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DEK:bjm
enc.

Bring to Vic's attention

NOTED
LLOYD P. SHAW

RECEIVED
MAR 30 1965
PORTLAND

S-SU 47 (9)

6670

Salem, Oregon
March 30, 1965

Mr. F. D. Morgan
Construction Engineer

Access - Existing and Proposed
Biddle Road-Camp White Section
Crater Lake Highway
Jackson County

The attached map and correspondence regarding recommended access points on the Biddle Road-Camp White Section of the Crater Lake Highway should be checked at the design level for any possible conflict with traffic movements. The maps on which these access points are normally presented fail to make clear the traffic problems which might evolve as a result of the points indicated.

Please have this done and on my desk April 1.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc Forrest Cooper
R. L. Porter
W. T. Wright

RECEIVED
APR 7 - 1965

S-5047(9)
6670

SUGGESTED DRAFT FOR MR. COOPER RLP
March 30, 1965

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power & Light Company
216 West Main Street
Medford, Oregon 97501

Re: Biddle Road-Camp White Section
Crater Lake Highway
Study of Landscaped Median

Dear Mr. Jackson:

We have made a study of the proposal for landscaping the median of the Biddle Road-Camp White Section of the Crater Lake Highway and find that approximately 28,500 lineal feet of median would be required.

The median treatment has been considered on two different bases. In each case a nominal twenty-foot width between edges of travel lanes has been used with curbs set in two feet to provide driving "shy" distance. The remaining sixteen feet has in each case been considered as planted to shrubs set twenty five feet apart. Choice of treatment of the area between curbs, other than shrub planting, permits a difference in estimated cost of about $70,000.

The lower price tag is on a plan in which washed gravel or ground bark would be used to surface the area between curbs. The cost of median so treated is estimated to be $200,000.

The median, if planted to grass, would cost about $270,000 and would entail greater maintenance costs. This plan includes installation of irrigation facilities.

Either treatment requires purchase of additional right-of-way, which amounts to approximately eight feet additional on each side of the highway.

Either median development would have certain disadvantages. Left turns could be made only at intersecting streets where refuges would be provided. Left turns [redacted] to driveways, located between the terminals of the curbed median sections, would require a "U" turn be made at the intersecting roadway and reverse travel to the driveway entrance.

Use of the shoulder, two travel lanes, and approximately ~~ten~~ 10 feet of median at the left-turn refuge will permit only ~~twenty-one~~ 21 feet outside turning radius for "U" turns. The average turning radius for Amercian-built cars is about 20.5 feet. The turning radius for American-built single unit trucks is about 32.0 feet. It is obvious that "U" turns could be made only by crossing all opposing lanes of traffic.

There are 79 driveways on the east side of the road and 96 on the west side which would be affected by this condition of curtailed access. For reasons of cost, restriction of access, and inadequate room for satisfactory "U" turn movements, we feel this type of construction should not be used.

IPS:ajw

FORM E-20 50M 7-64 SP°6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1965

SUBJECT: Biddle Road-Camp White Section
Crater Lake Highway
Jackson County

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

As requested a "quickie" estimate has been made of the construction and landscape costs to obtain a 20-foot landscaped median on the subject section, as shown on the sketch map you handed me.

We assumed that the 20-foot median would be reduced in actual width to 16 feet curb-to-curb to allow 2-foot shy distance from the edge of the running lanes and that at least 2 feet inside the curb, on each side, would be paved to catch the splash and control the plantings. This would leave 11 feet for planting. Landscape costs were figured on the basis of an estimated length of 28,500 lineal feet which allows for intersections and hideout areas. Shrubs were estimated at 25-foot intervals.

Alternate estimates were made using either crushed rock, washed gravel or ground bark in lieu of grass and sprinkler system. Total added construction cost, using either crushed rock, washed rock or ground bark would be approximately $190,000. Using grass and putting in the sprinkler system would raise this to $260,000.

No estimate was made of the increase in right of way cost but it appears that no buildings would be taken. Approximately 9,000 lineal feet of right of way, from 5 to 10 feet in width, will be needed.

It should be noted that following this course would require vehicles wishing to make left turns to and from driveways to continue to the next public road channelization, make a U-turn from the hideout lane and go back to the driveway or in the direction they wished to go from their driveway. This U-turn would have an 18-foot inside turning radius, assuming use of the full shoulder and turning from a 10-foot hideout slot.

3-30 Draft to Jackson for Accepts until has been written

The minimum turning radius for a passenger car is 19.3 feet and for a single unit truck 32.3 feet, according to AASHO. This would give something less than an ideal situation from a traffic standpoint. A count of access points, not including public roads, shows 79 on the east and 96 on the west for a total of 175. This does not include accesses to the frontage road since they would come in at a channelization.

A copy of the right of way map is enclosed showing the approximate added right of way which would be needed. Also enclosed is a copy of various estimates.

If further data is required please advise.

F.D. Morgan
Construction Engineer

By

A.D. Olson
Urban Engineer

ADO:jp
Enclo.

Form E-49—3M

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET ..... OF ..... SHEETS

Biddle Rd. - Camp White 15-1452-905

20' Median 2-25-65

Summary

Grading & Misc.			$ 125,770
Surfacing			145,065
Landscaping			95,114
			365,949
	Eng. & Cont. + 20%		73,191
			439,140
	Less Savings		181,100
		A 260,000 ±	$ 258,040
	Original Project Estimate		1,750,000
	~~R/W~~		$ 2,008,000

with either crushed rock, washed gravel or ground bark in lieu of grass and sprinkler system the estimate would be approximately $ 70,000 less. ($ 90,000). add

Form E-10—3884

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Biddle Rd. - Camp White Sec. 15-1452-905 2-25-65

20' Median

ITEM	Unit	Net.	10 %	Gross	Cost	Amount
Clearing & Grubbing	All					500
Ditch Exc.	Cu. Yd.					
Trench Exc.	Cu. Yd.	500	50	550	3 00	1,65
General Exc. Uncl.	Cu Yd.	30,000	3,000	33,000	0 50	16,50
12" Culv Pipe	Lin. Ft.	500	50	550	3 75	2,06
18" " "	Lin Ft.	68	7	75	5 00	38
24" " "	" "	12	1	13	8 00	11
36" " "	" "	16	2	18	14 50	26
54" " "	" "	12	1	13	30 00	39
8" Perf. Drain Pipe	" "	12	1	13	3 00	40
24" Siphon Pipe	" "	12	1	13	9 00	120
7'11" Str Pl Arch	" "	20	2	22	75 00	1650
9'9" " " "	" "	12	1	13	80 00	1040
6x4 RCBC	" "	10	1	11	38 00	420
78" C Steel Pipe	" "	12	1	13	43 00	560
Guard Rail				3,000'	2 75	8 250
Fence, Type 2	Rod			480	8 00	3 840
Frontage Rd Reconstr.	Sta			80	1100 00	88,000
						125,770

Form E-49—30M-

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Biddle Rd. - Camp White Sec. 2-24-65

20' Median

28,500 L.F.

ITEM	UNIT	NET	10%	GROSS	COST	AMOUNT
Top Course Base	Ton	1397	143	1540	2.25	# 3465
Bottom Course Base	Ton	5558	552	6110	2.00	12,220
Stone Sub-base	Ton	8550	850	9400	1.50	14,100
Sprinkling	M-Gal	388	42	430	3.00	1,290
Aggregate in Binder	C.Y	94	6	100	5.50	550
Asph. in Binder	Ton	14	1	15	53.00	795
A.C. Pvm't	Ton	3597	353	3950	4.30	16,985
A.C. in Mix	Ton	197	23	220	38.00	8,360
						57,765
Sprinkling System	Sq. Yd	34,827	3473	38,300	# 1.08	# 41,364
Top Soil	" "	47,481	4749	52,230	0.50	26,115
Seeding	" "	34,827	3473	38,300	0.45	17,235
Type C Curb	C.Y.	1767	173	1940	45.00	87,300
Shrubs	each	1140 160	160	1300	8.00	10,400
						182,414
						240,179

Form E-48—3M—

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Biddle Rd. - Camp White — 2-24-65

IL Median

Item			UNIT	Net	10% Allow	Gross	Price	Amount
Top Course Base			Ton	4221	419	4640	2.25	10,440
Bottom Course Base			Ton	16,633	1667	18,300	2.00	36,600
Stone Sub-base			Ton	25,821	2579	27,400	1.50	42,600
Sprinkling			M-Gal	1140	110	1250	3.00	3750
Aggregate in Binder			C.Y.	285	25	310	5.50	1705
Asph in Binder			Ton	43	7	50	53.00	2650
A.C. Pavm't			Ton	7553	747	8300	4.30	35,690
A.C. in Mix			Ton	416	44	460	38.00	17,480
								150,915
			Engineering & Cont. + 20%					30,185
								181,100

UNIT PRICES - CRATER LAKE
MEDIAN STRIP

* Evergreen Shrub	-	Each $6.00
Grassed median:		
Sprinkler System	-	sq.yd - 1.08
Topsoil (6")	-	do 0.50
Seeding grass	-	do 0.45
Other median treatment:		
2", 3/4-0" Crushed rock		sq.yd - 0.35
2" ± Washed gravel		do - 0.75
2" ± Coarse bark		do - 0.35
Curb		
A.C. Paving behind curb		

MKR
19 Jan 65

* Includes plant, planting, fertilizer, topsoil, mulch and period of establishment.

Space @ 25'

RECEIVED
MAR 25 1965
FOR FILING
S-SU 47 (9)
6670
330

Salem, Oregon
March 23, 1965

Mr. R. L. Porter
Deputy State Highway Engineer

E. L. Corey Property
Biddle Road-Camp White
Crater Lake Highway

Your letter of February 5 in regard to E. L. Corey property on the Biddle Road-Camp White Section of the Crater Lake Highway requested that we have someone contact Mr. Corey and advise you when this had been accomplished.

The problem at the Corey property was two-phased, one being in regard to an irrigation ditch and siphon and the other, a matter of right of way.

Mr. Corey was contacted by W. B. Merrill, Resident Engineer, February 1. This apparently originated through a contact with the Jackson County Court. Mr. Merrill states that the Coreys are in favor of the frontage road but object to having any right of way taking from their property. Our proposed taking to accommodate a shift in a section of the frontage where it conflicts with the four-lane construction would remove two rows of pear trees and some shrubbery from their property. The Corey position is, we should use a narrow shoulder on the four-lane section, put in steeper slopes and/or walls, and leave the frontage in its present location.

Mr. Merrill reported the above conversation by letter of February 12, addressed to L. R. Chandler, Division Engineer. By letter of March 8, Mr. Morgan requested L. R. Chandler to contact Mr. Corey and advise him of the lack of logic in narrowing the shoulder so it would not conflict with his property. By letter of this date, I have forwarded to Mr. Chandler, preliminary sheet number 11 of the construction plans indicating the proposed change in the siphon at the Corey property, requesting Mr. Chandler to advise the Coreys of the installation which is planned.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper

Victor D. Wolfe

Salem, Oregon
March 23, 1965

Mr. L. R. Chandler
Division Engineer
Roseburg

E. L. Corey Property
Biddle Road-Camp White
Crater Lake Highway

By letter of March 8, Mr. Morgan transmitted to you copies of correspondence from L. P. Shaw and W. B. Merrill in regard to the subject property.

It is assumed that you have made, or in the immediate future will make, contact with Mr. Corey and advise him as Mr. Morgan requested. According to our information Mr. Corey was also uneasy about our design of a change in an irrigation ditch and siphon on his property. For your information and so that you may properly inform Mr. Corey of our intent in this location, I am sending you sheet number 11 of the preliminary plans for the Biddle Road-Camp White Section. The reconstruction of the siphon is indicated quite clearly at Stations 2216 and 2217.

Will you please see that Mr. Corey is advised of this as well as the necessary right of way.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

FORM E-20X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 8, 1965

SUBJECT: E. L. Corey Property
Biddle Road-Camp White Section
Crater Lake Highway

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Attached hereto are copies of letters received from L. P. Shaw and W. B. Merrill regarding contact to be made with E. L. Corey.

Will you please contact Mr. Corey and advise him of the lack of logic in narrowing this shoulder in the new construction to avoid conflict with their property.

F. D. Morgan
Construction Engineer

FDM:fp

Attach.

cc L. P. Shaw

RECEIVED
MAR 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
March 5, 1965

Mr. F. D. Morgan
Construction Engineer

E. L. Corey Property
Biddle Road-Camp White Section
Crater Lake Highway

The attached copy of W. B. Merrill's letter regarding the field findings at the E. L. Corey property indicates the Coreys expect to be contacted by someone from this office prior to construction.

Their claim may or may not be correct but as a safeguard, further contact with the Coreys should be made. Please have someone, armed with a set of plans, call on the Coreys. Possibly Mr. Chandler could undertake this chore in the course of his rounds of the Division.

The retention of a frontage road type facility through perpetuation of the old highway was first demanded by people in the neighborhood of the Corey's holdings. There is no logic in narrowing the shoulder in the new construction to avoid conflict with their property. This appears to be a case of "eating one's cake and having it too". They may as well be made aware that a taking from them will be necessary.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc Forrest Cooper
R. L. Porter

FORM B-90 BOM 7-64 SP*6220-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 15, 1965

SUBJECT: Biddle Road-Camp White Section
Crater Lake Highway

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Attention: D. J. Barbee

Enclosed is a copy of a letter from W. B. Merrill, Resident Engineer, regarding his conversation with Mr. Cory regarding the construction of a frontage road in front of his property on the subject project. This is the information you requested from W. B. Merrill in a telephone conversation with him February 10.

John Quiner

John Quiner II
ASS'T. DIVISION ENGINEER

JQII:lf
Attach.

CONSTRUCTION DIVISION
SALEM
FEB 16 1965
NOTED-- CE ACE ACE COE

FORM E-30 SOM 3-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
February 12, 1965

SUBJECT: Biddle Road - Camp White Section
Crater Lake Highway

To:

Mr. L. R. Chandler
Division Engineer

Mr. D. J. Barbee, Ass't. Construction Engineer, called me February 10 and he wants a report on the conversation that I had with Mr. Everett Corey on February 1.

I showed the Corey's the map which Mr. Frank Hall sent me. The re-construction of the frontage road on the east side of the highway would require 40 feet additional Right of Way between Stations 2217 and 2220, with a R/W taper of 150' to the existing R/W on the north and a 350' taper on the south. Both Mr and Mrs Corey want the frontage road but they do not want to give up any of their land for this improvement. They would lose two rows of pear trees and some shrubbery near their driveway.

They think we should disregard State Standards by narrowing the highway shoulder width and to steepen the highway cut slopes, so as to leave the existing frontage road in its present location. At the public hearing at the Court House on December 16 and 17, I informed Mr. Corey that it would be necessary to acquire additional Right of Way through their property if the frontage road was re-constructed.

Yesterday, Mr. Corey told me that the Jackson County Court had been promised that someone from the Salem office would contact him before final plans were completed.

W B Merrill

W B Merrill
Resident Engineer

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1965

SUBJECT:

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

O F F I C E

L

Attached is a sketch map of the E. L. Corey property on the Biddle Road-Camp White Section. This sketch was handed to me by the Jackson County Court during their visit to this office on February 1. They stated that Mr. Corey is unhappy about the frontage road problem and thinks he also has a problem with the irrigation ditch and siphon.

I told the Court that we would have a representative call on this gentleman, explain the details of design to him and endeavor to put his fears to rest.

Will you please take it from here and advise me when the matter has been accomplished.

R. L. Porter
Deputy State Highway Engineer

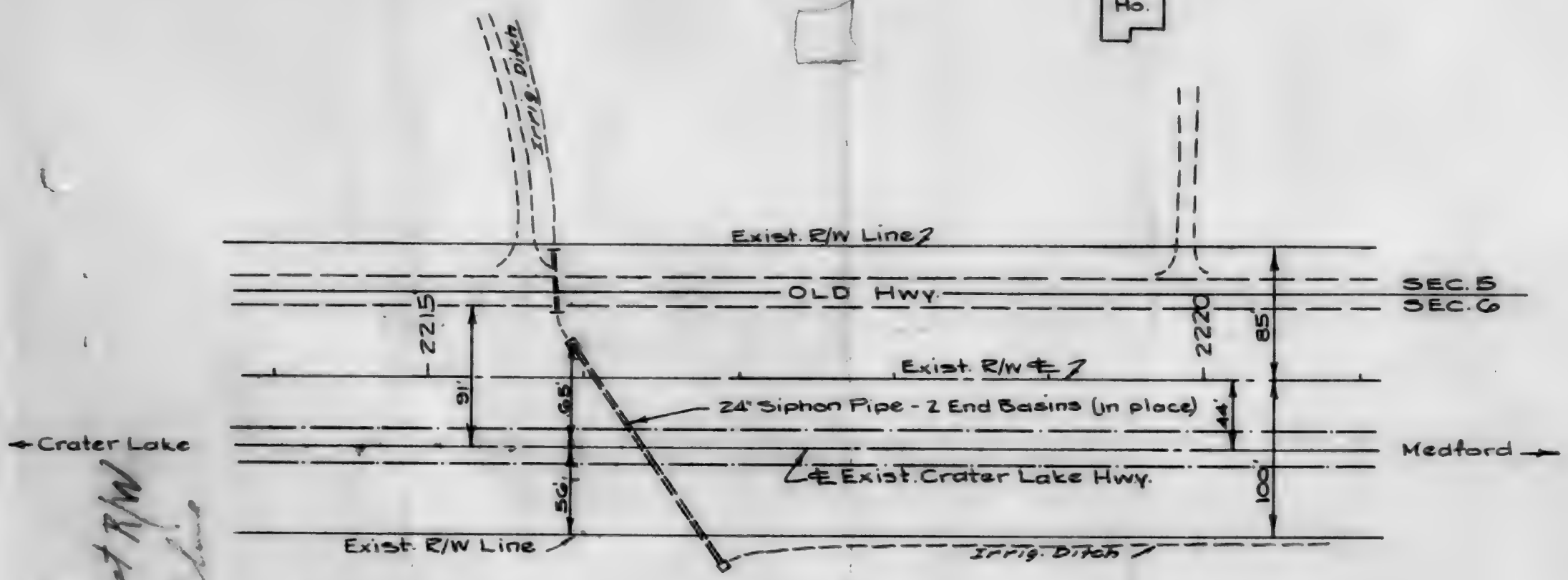
Bill Dee

RLP:ms
att.

Info. sent to Merrill
Jan. 26th 1965 by Hall.
Section 2219.

N

E.L. Corey Property
213 / 150



35' Center of Hwy to west R/W
49' Center of Hwy to East Line of New Hwy.
10' grade change
65' to right

RECEIVED
FEB 8 - 1965

S-SU 47(9)
6670

Salem, Oregon
February 3, 1965

Mr. Lloyd F. Shaw
Assistant State Highway Engineer

OFFICE

Attached is a sketch map of the E. L. Corey property on the Biddle Road-Camp White Section. This sketch was handed to me by the Jackson County Court during their visit to this office on February 1. They stated that Mr. Corey is unhappy about the frontage road problem and thinks he also has a problem with the irrigation ditch and siphon.

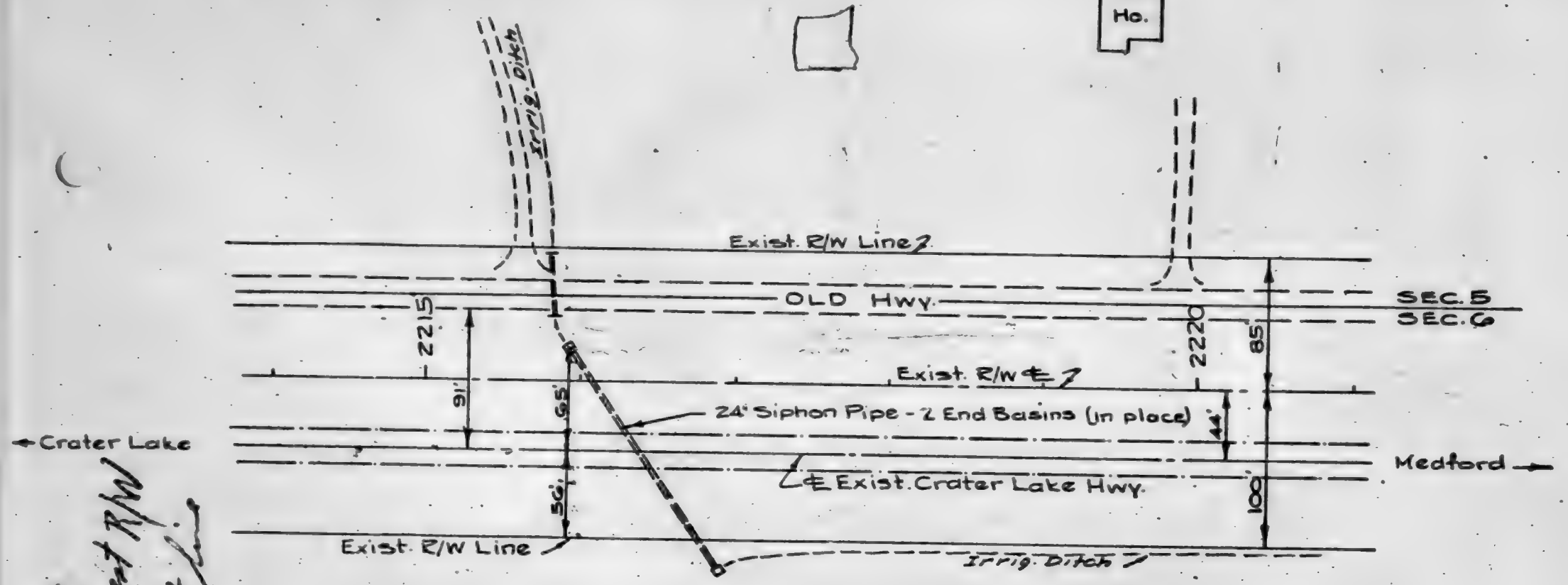
I told the Court that we would have a representative call on this gentleman, explain the details of design to him and endeavor to put his fears to rest.

Will you please take it from here and advise me when the matter has been accomplished.

E. L. Porter
Deputy State Highway Engineer

ELP:ms
att.

E.L. Corey Property
213 / 150



35' Center Hwy to west R/W
49' Center of Hwy to East Line
of New Hwy.
10' Widening Total
59' Total
65' To siphon

RECEIVED
MAR 5 - 1965
FOR FILING
S-SU 47(9)
6670

March 5, 1965

Mr. Robert A. Duff
City Manager
City of Medford
City Hall
Medford, Oregon

Dear Mr. Duff:

Thank you for your February 26 letter relative to landscaping on a portion of the proposed Biddle Road-Camp White Section of the Crater Lake Highway.

The Highway Department does concur with President Johnson in that major highway projects should be landscaped. We have not as yet developed a definite plan for this job but hope to come up with something that will be an asset to the local area and which the City will find satisfactory.

I must point out that the landscaping of a median area, unless it comprises a parkway of substantial width, usually does not prove satisfactory. Such areas are difficult to maintain, become splattered with road scum or film during the wet months, and are difficult to keep attractive. Wind-whipping caused by passing vehicles is a serious problem. It is difficult to find any attractive shrub that will flourish in median plantings. These areas require a raised curb, which is a potential cause of vehicular accidents. While I will not completely veto the idea, I believe that some other approach must be thoroughly explored.

We are glad to note that the City of Medford might be willing to cooperate in the maintenance of such a venture and we will do the best we can with the money available. The Highway Commission is faced with this problem: What shall we do--improve more miles of road or build fewer miles

and landscape the areas modernized? Our financial problems are compounded at the moment by the necessity of restoring the highway system after the disastrous floods of last December and January. It was with considerable difficulty that funds were found to put the Biddle Road-Camp White Section on the immediate program and, in view of the clouded highway financial picture, I am unable to determine at this time just how much landscaping money can be applied to this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Glenn L. Jackson
R. L. Porter
Victor D. Wolfe
L. R. Chandler

RLP:ms FC:fn

OFFICE OF
THE CITY MANAGER

CITY OF MEDFORD

MEDFORD, OREGON

February 26, 1965

Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

The Medford Planning Commission and the City Council have both directed me to request the Oregon State Highway Department that the proposed widening of Crater Lake Highway within the City from U. S. 99 to Delta Waters Road, be improved by landscaping.

Such a program would not only beautify one of the approaches to the City but it would be in line with President Johnson's concept of landscaping the highways of the nation. As an idea of what might be done, we are offering the following suggestions on the accompanying map.

As some incentive to the Highway Commission, I would be glad to recommend to the City Council that the City provide the necessary operational costs on the landscaped area for a five year period, provided that ground cover other than grass was used in the landscaping.

Very truly yours,

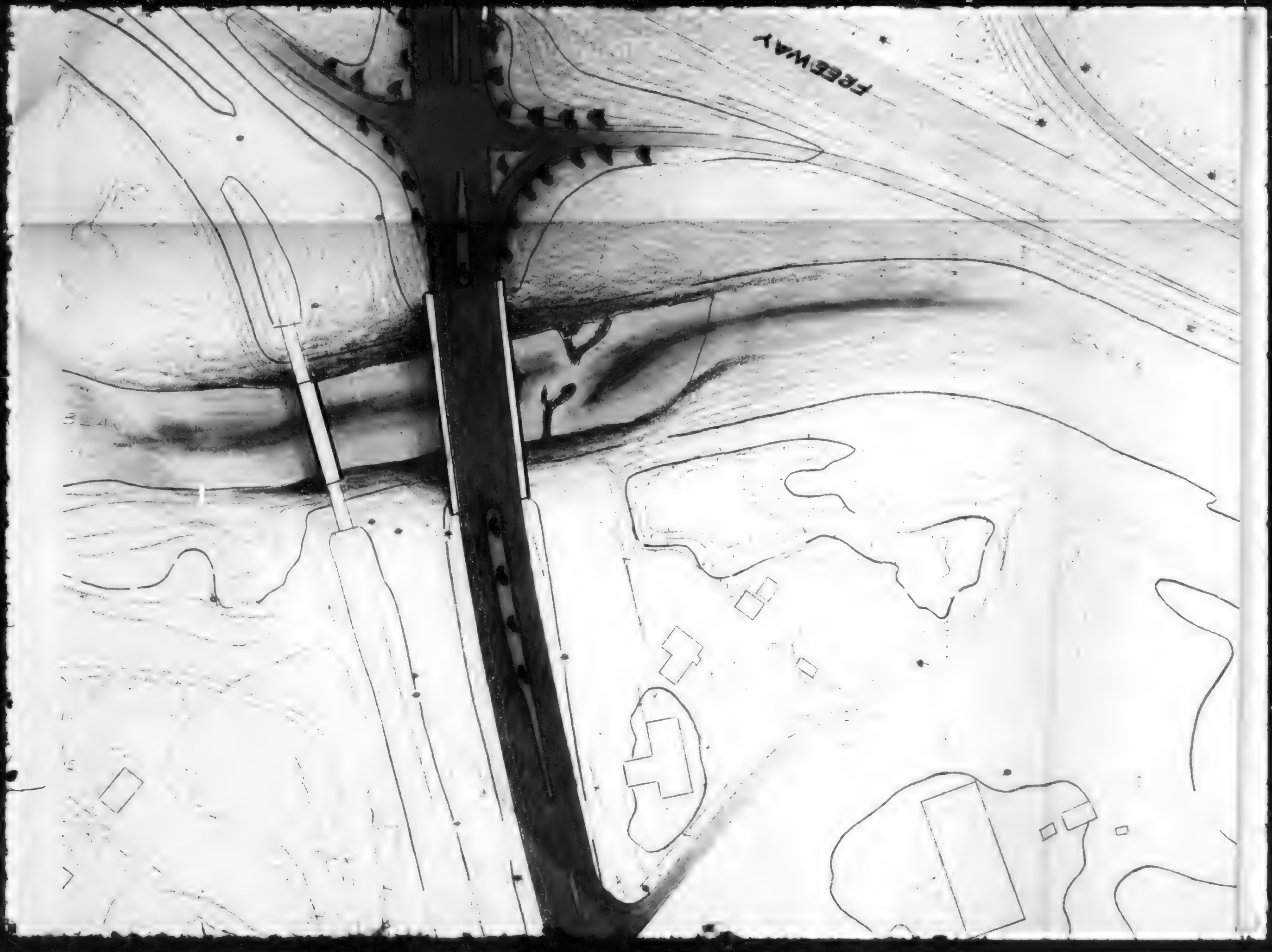
ROBERT A. DUFF
City Manager

RAD:ds
Encl.
cc: Commissioner Glenn L. Jackson,
Medford

1320
1322
1324
1326
1328
1330
1332
SIGN
1332
LOGGING

LOGGING
1332
1330
1328
1326
1324
1322
SIGN

1316
1316
1316
1318
1320
1320
1318
1322
1320
1322
1320


FREEWAY

SHEET 46

BIDDLE RD

RAILWAY

1307

1315

1313 8

1335

63'

14'

12'

12'

10'

2'

CONTROL LINE

℄ MEDIAN

100

50

0

100

200

300

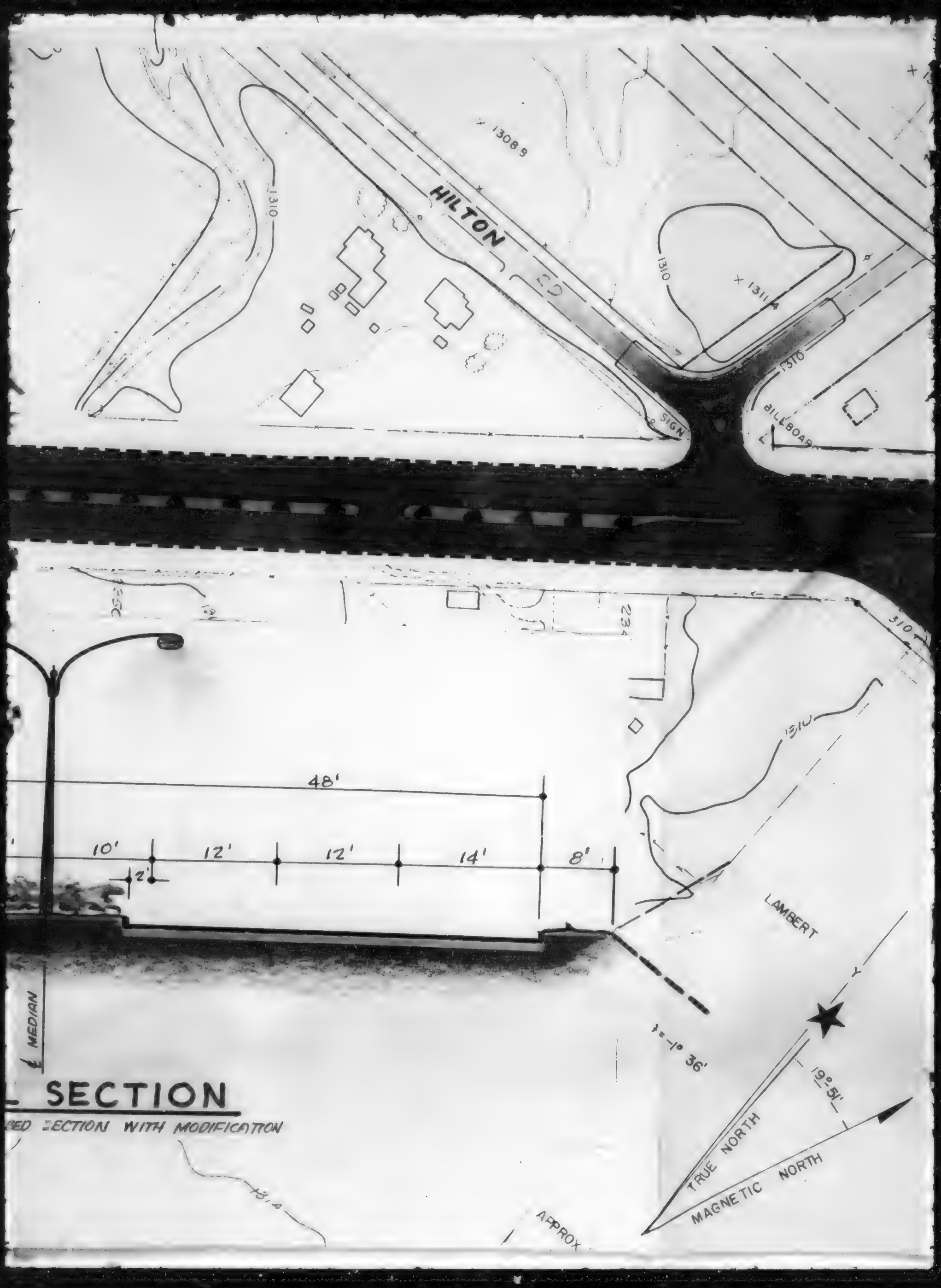
CONTOUR INTERVAL 2 FE

VERTICAL DATUM USC & GS

E 1"=100'

TYPICAL SE

STANDARD URBAN ROADBED SECTIO



SECTION

ED SECTION WITH MODIFICATION

1310

1310

13096

ROAD

BULLOCK

SIGN

13086

TREES

1332

1320

1318

1316

1316

1326

1328

1322

1330

1324

1314

+1311.0'

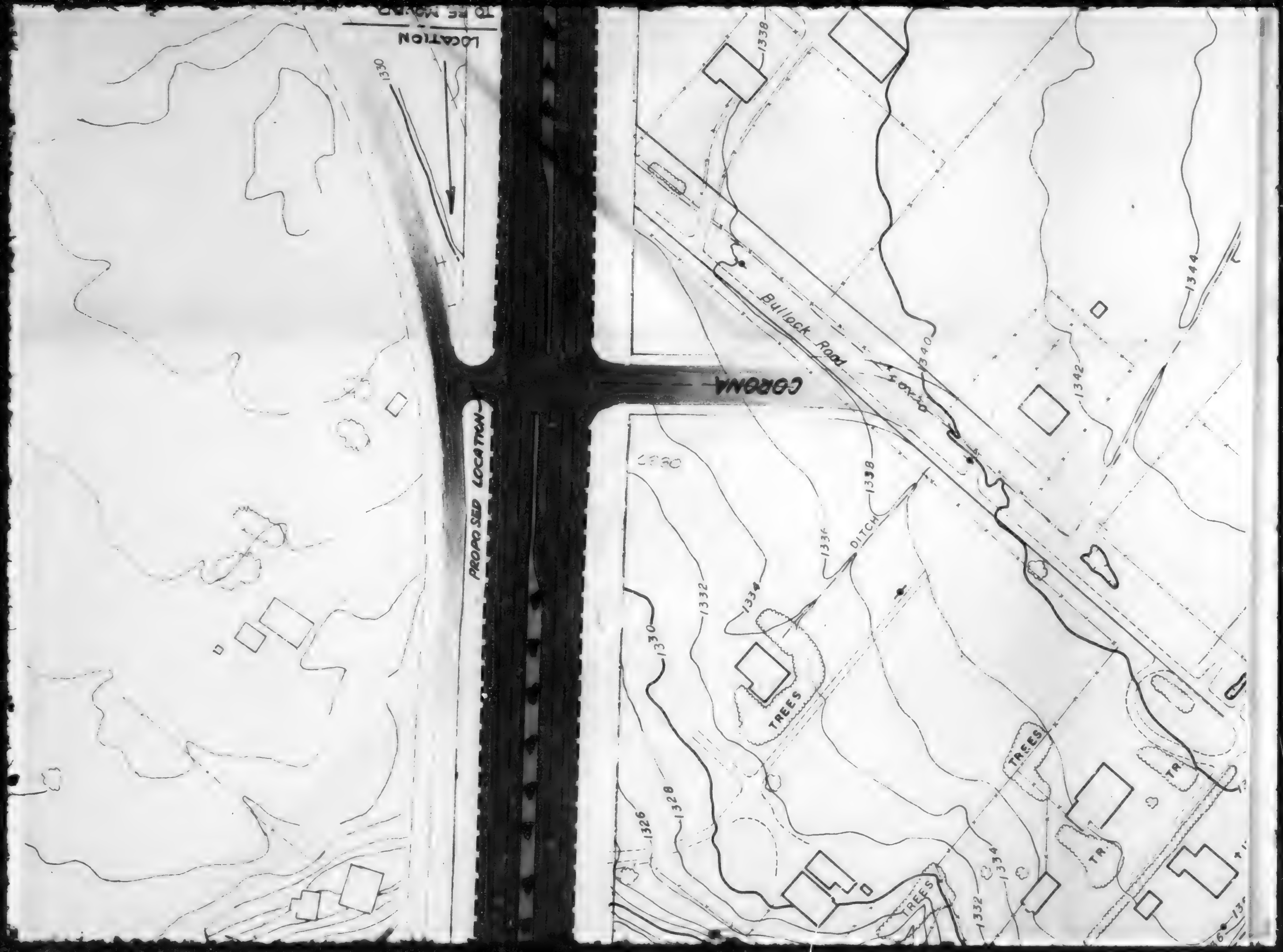
HILTON

1314

1310

BILLBOARDS

310


CORONA
Bullock Road
PROPOSED LOCATION
1330
1332
1334
1336
1338
1340
1342
1344
1328
1326
DITCH
TREES
TR.

1315

1338

1330

BILLBOARD

LOCATION
TO BE MOVED

1334

1336

1330

1340

1332

320

1335.0

1334

1336

1338

1340

1344

2326

1342

1338

1346.5

1347.4

1330

1328.9

1330.8

1330

2310

133

1334.14

1334

2315

1334

WHITE

1334

1336

330

1341

1343

1346.5

1347.4

1346.5

1346.5

1344.5

1344.2

1345

1346.5

1344.5

1346.5

1342

1340

36

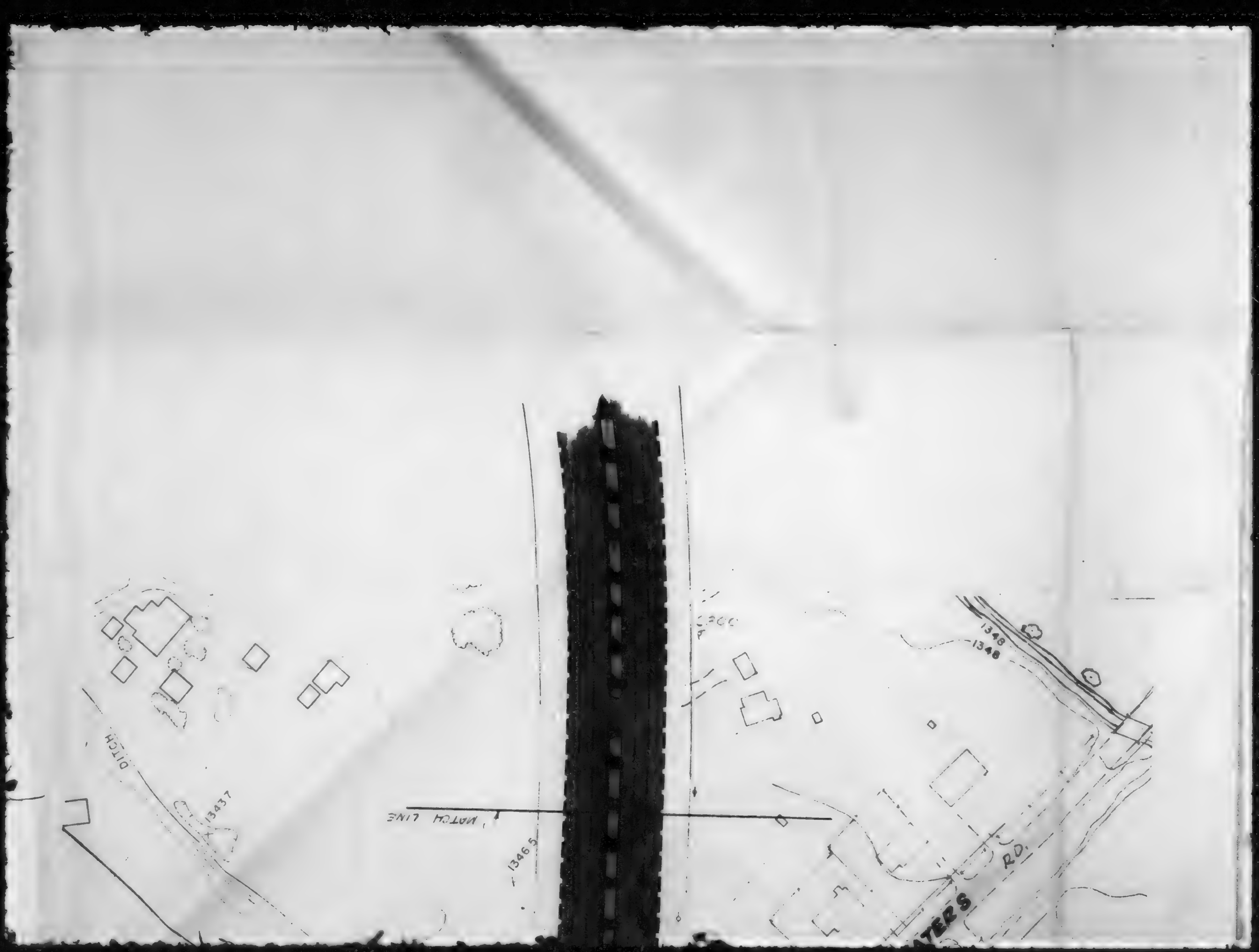
34

1332

1332

133

DELTA WATERS


DITCH
13437
MATCH LINE
13465
1348
1348
RD.

N-262,000

DELTA WATERS

1348

1346

1344

1342

1340

1338

1336

1334

DITCH

13485

13437

TIE TO SHEET 21

13445

1346 5

1346 5

B'

2295

LAKE

CRATER

1350

2300

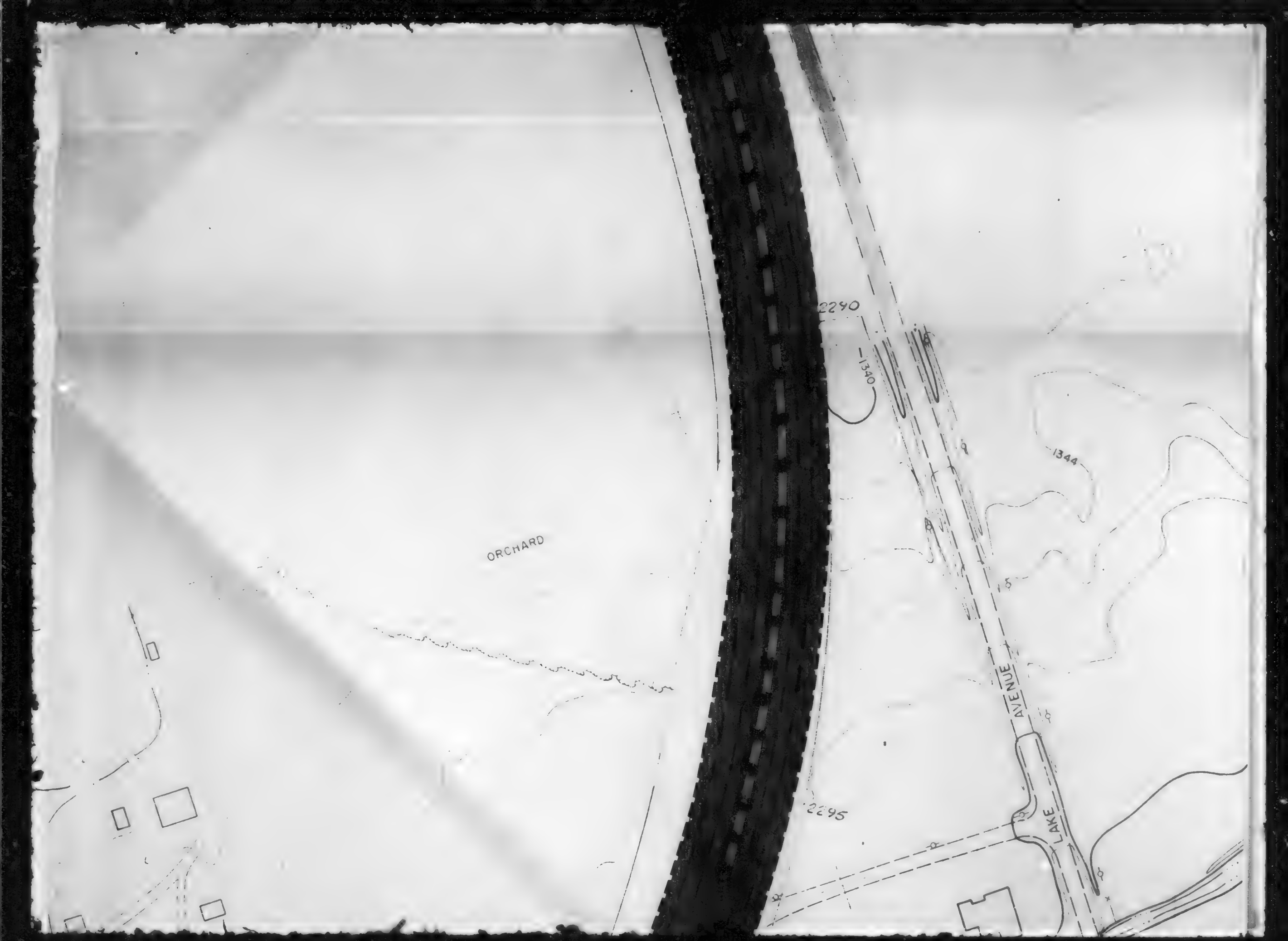
1348

1348

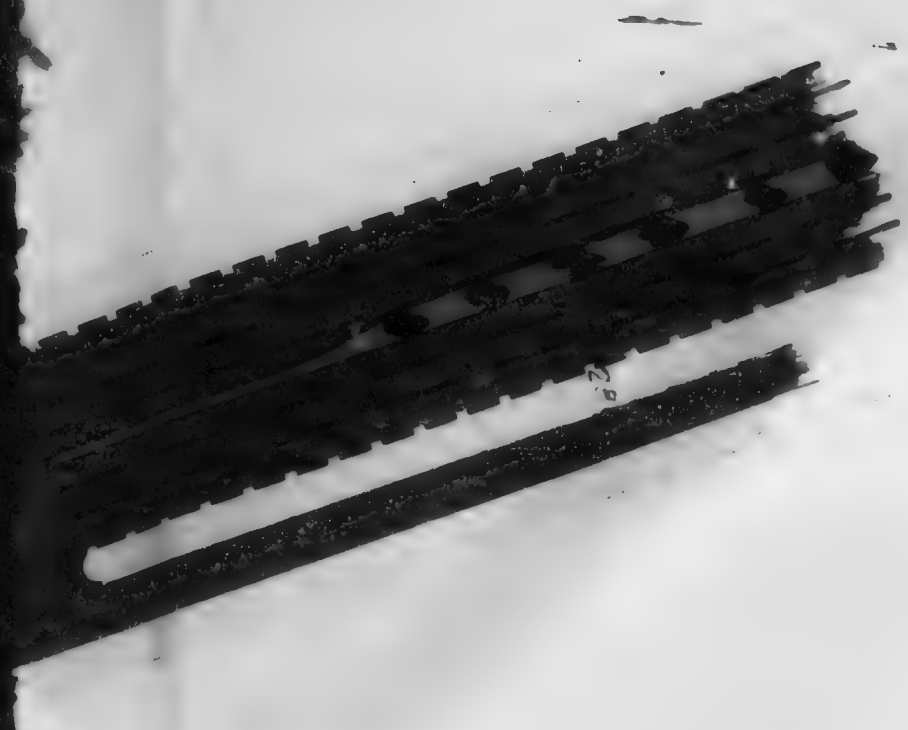
1350

1350

WATERS


2290
1340
1344
ORCHARD
AVENUE
LAKE
2295

E-1,364,000



RECEIVED
FEB 8 1965
FOR FILE
S-SU 47 (9)
6670

February 8, 1965

Mr. Paul W. Haviland
Attorney at Law
1005 East Main Street
Medford, Oregon 97501

Dear Mr. Haviland:

Reference is made to your recent letter addressed to the Highway Commission Secretary which relates to the design of the proposed Riddle Road-Camp White Section of the Crater Lake Highway.

I am not personally familiar with the property you describe but it is the Highway Department's plan to maintain and continue this frontage road as part of the project.

I trust this is the information you desire; however, if you have further questions, do not hesitate to contact us again.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ma

cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

RECEIVED
FEB 1 - 1965

FOR FILING

S-Su 47(9)

6670

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1965

SUBJECT: Medford-White City Section
Crater Lake Highway

To: MEMO TO THE FILE

Bidder Rd
Camp White

Bidder Rd
White City

Friday, January 29, I talked by telephone with Mr. Hurson, Director, Veterans Administration Domiciliary, White City. I inquired of Mr. Hurson if he had any further knowledge of the VA's vacating the premises by June of this year.

Mr. Hurson advised me that it was the VA's stand that it would continue to prepare for vacating the premises on that date but rather strong Congressional opposition to this move had been made and in view of this, he felt there was some possibility that the order would be rescinded.

I also talked with him at this time concerning the status of the VA's roadway. It appeared on our maps and photographs that the entrance to the Domiciliary served others beyond the limits of the Veterans Administration property and for this reason fell into the class of public thoroughfare which we would be unable to alter without County concurrence. Mr. Hurson stated they have blocked this road with a series of posts since the VA does not regard it as a public thoroughfare and will continue to block the roadway in this manner as long as it occupies the premises.

Lloyd P. Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
D. J. Barbee

January 15, 1965

Mr. James A. Hurson, Director
Veterans Administration
White City, Oregon 97542

Dear Mr. Hurson:

In reply to your letter of December 18 in which you requested relocation of the entrance to your installation, provision of a walkway, and reflective markers, we have now studied these matters and can make the following comments:

In regard to the entrance, it appears on our aerial photographs that it serves property in addition to that held by the Veterans Administration and for this reason, may be a public road. If this is the case, relocating the entrance to the highway will require concurrence of the County. This matter is being further investigated.

In the event a change is made in the entrance, it will be necessary for you or the County to connect to our construction at the right-of-way line of the highway. We would improve only that portion between the right-of-way line and the new edge of pavement.

In regard to reflective markers and signs, all delineation and signing will be made to conform to "Oregon Manual on Uniform Traffic Control Devices".

The walkway you request we regard as being a problem arising from your operation, rather than a proper highway matter and suggest that you consider construction of this facility on the westerly five feet of the right of way of the highway. This would place the facility at a varying distance from the edge of the pavement but sufficiently removed at all points for pedestrian safety.

Thank you for your commentary on this project and we hope you will find our action satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:AJW

cc Forrest Cooper
R. L. Porter
D. J. Barbee (w/map)

VETERANS ADMINISTRATION
DOMICILIARY
WHITE CITY, OREGON 97542

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGR.

REFERRED TO
admin.
BY SECRETARY

December 18, 1964

YOUR FILE REFERENCE:

IN REPLY REFER TO: 6016-00

State Highway Commission
State of Oregon
Salem, Oregon 97301

Gentlemen:

This memorandum will serve to confirm my verbal submission at the hearings on December 17, 1964, having to do with widening of Highway 62 between Medford and White City, Oregon.

1. We request consideration of relocating the entrance to the domiciliary to a point approximately 150 feet north of the existing entry. The new entry to be so constructed as to permit access at a 90 degree angle rather than the present entry which is some 30 to 40 degrees at variance with a right angle. A sketch of this proposal was furnished the members of the hearing panel. The Veterans Administration will assume the cost of construction on the domiciliary grounds to the right-of-way site.

2. We recommend that the Commission give serious consideration to providing a walkway between the domiciliary and the intersection of Crater Lake Highway and Antelope Road. The walkway to be located immediately adjacent to and on the west side of the drainage ditch paralleling the road. As you are no doubt aware, we have had a number of deaths occur when domiciliary members are traversing the area in question and walking along the edge of the road. The proposed walkway would serve to eliminate potential accidents, since we doubt that any of our residents would cross the road going to White City proper in order to face oncoming traffic. Further, the walkway would serve as a deterrent to our residents who might otherwise wander into the White City industrial area. It should further serve as a fire security measure. The walkway proposed would not have to be of any elaborate proportions; merely a graded area some 5 to 6 feet wide, surfaced with a light layer of gravel. We, in turn, would be prepared to dump sufficient cinders over the walkway so as to afford a smooth walking surface.

3. We recommend that the margins of the road be suitably identified with reflective markers so as to preclude the possibility of accidents by virtue of people driving off the road in the intense fog which is so prevalent in this area.

4. We also anticipate that the traffic warning light, located opposite our existing front entrance, will be moved to the proposed location.

Thank you for the opportunity of permitting us to present our comments relative to the much needed improvement to Highway 62.

Very truly yours,

JAMES A. HURSON
Director

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 23 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 29 1965
FOR FILING
S-SU 47(9)
6670

January 29, 1965

Haviland & Clinkinbeard
Attorneys at Law
The Mall
1005 East Main Street
Medford, Oregon 97501

Attention: Mr. Paul W. Haviland

Gentlemen:

In your letter of January 27 you urged that the frontage road be maintained along the Biddle Road-Camp White section of the Crater Lake Highway near Medford concerning which a hearing was held December 17, 1964.

Your letter is being forwarded to the attention of the State Highway Engineer and will be considered along with evidence presented at the hearing and letters that we have received concerning this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf

cc: Mr. Forrest Cooper

PAUL W. HAVILAND
KARL CLINKINBEARD

HAVILAND & CLINKINBEARD
ATTORNEYS AT LAW
THE MALL
1005 EAST MAIN STREET
MEDFORD, OREGON 97501

January 27, 1965

Mr. Floyd Query, Secretary,
Oregon State Highway Commission,
State Highway Department,
Salem, Oregon. 97310

Re: Biddle Road-Camp White Section
of Crater Lake Highway,
Jackson County, Medford, Oregon

Dear Mr. Query:

Under date of December 17, 1964, a hearing was held by the Highway Department at the Court House in Medford concerning the above matter and in particular relating to the closure of the present frontage road.

I have interests in the property located at 3686 Crater Lake Avenue, referred to at the hearing by Mr. Hugh Jennings. I wish to point out that this is a business property and the damages that would be sustained will be substantial and for the orderly development of the entire area I feel it imperative that the frontage road be maintained.

It was with this thought in mind that many people have made investments in business property which would be in the normal orderly development of the area.

Very truly yours,

HAVILAND & CLINKINBEARD

Paul W. Haviland

PWH:c

RECEIVED
JAN 28 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 26 1965
FOR FILING
S-SU 47(9)
6670

January 25, 1965

Oregon State Highway Commission

Gentlemen:

The survey has been completed on Biddle Road-Camp White Section of the Crater Lake Highway. A public hearing was held on December 17, 1964. All testimony at the hearing approved the construction of this project. This section is 7.06 miles in length and I am attaching a map for your information.

The estimated cost of construction is $1,750,000; and the estimated cost of right-of-way is $50,000.

I request your approval of the survey and authorization to purchase necessary rights of way.

This matter will be on the agenda for the January 27 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
W. T. Wright
L. R. Chandler

LPS:ajw bjs

RECEIVED
JAN 28 1965
FOR FILING

COMMISSIONERS
[illegible] L. [illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-Su 47(9)

C670

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
January 22, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Dear Sir:

In compliance with the provisions of PTM 20-8(1) dated June 16, 1959, the mayor of Medford was notified by letter on October 16, 1964, of the Highway Commission's proposed plans for grading and paving to four lanes the Biddle Road-Camp White Section of the Crater Lake Highway lying partially within Medford.

Under date of October 30, 1964, the Honorable Earl H. Miller, Jackson County Judge, requested a public hearing be held in the Medford area relating to this proposed project.

By letter under date of November 5, 1964, the mayor of Medford was notified that a public hearing would be held by the Highway Commission in the Courthouse Auditorium of the Jackson County Courthouse on December 17, 1964, preceded by informal informational hearings the evening of December 16 and morning of December 17. Public notices were published in the Medford "Mail Tribune" on December 8 and December 14, 1964.

The hearing was held on December 17, 1964, and a transcript of the hearing and copies of all correspondence on the matter are attached.

The State Highway Commission has considered the economic effects of the location in the light of matters presented at the hearing.

Very truly yours,

H. S. Cox
County and City Engineer

By

D. H. Harwell
Office Engineer

NOTED
LLOYD P. SHAW

DHH:mm
Att.

bc: R. L. Porter
L. P. Shaw
V. D. Wolfe
George Rohde
F. D. Morgan
Ed Moselock
L. H. Young
R. N. Chase

RECEIVED
JAN 6 - 1965
FOR FILING

Veterans Administration
White City, Oregon

S-244 47(1)
6670

December 18, 1964

6016-00

State Highway Commission
State of Oregon
Salem, Oregon 97301

Gentlemen:

This memorandum will serve to confirm my verbal submission at the hearings on December 17, 1964, having to do with widening of Highway 62 between Medford and White City, Oregon.

1. We request consideration of relocating the entrence to the domiciliary to a point approximately 150 feet north of the existing entry. The new entry to be so constructed as to permit access at a 90 degree angle rather than the present entry which is some 30 to 40 degrees at variance with a right angle. A sketch of this proposal was furnished the members of the hearing panel. The Veterans Administration will assume the cost of construction on the domiciliary grounds to the right-of-way site.

2. We recommend that the Commission give serious consideration to providing a walkway between the domiciliary and the intersection of Crater Lake Highway and Antelope Road. The walkway to be located immediately adjacent to and on the west side of the drainage ditch paralleling the road. As you are no doubt aware, we have had a number of deaths occur when domiciliary members are traversing the area in question and walking along the edge of the road. The proposed walkway would serve to eliminate potential accidents, since we doubt that any of our residents would cross the road going to White City proper in order to face oncoming traffic. Further, the walkway would serve as a deterrent to our residents who might otherwise wander into the White City industrial area. It should further serve as a fire security measure. The walkway proposed would not have to be of any elaborate proportions; merely a graded area some 5 to 6 feet wide, surfaced with a light layer of gravel. We, in turn, would be prepared to dump sufficient cinders over the walkway so as to afford a smooth walking surface.

3. We recommend that the margins of the road be suitably identified with reflective markers so as to preclude the possibility of accidents by virtue of people driving off the road in the intense fog which is so prevalent in this area.

4. We also anticipate that the traffic warning light, located opposite our existing front entrance, will be moved to the proposed location.

Thank you for the opportunity of permitting us to present our comments relative to the much needed improvement to Highway 62.

Very truly yours,

JAMES A. HUDSON
Director

cc: 138

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

RECEIVED JAN 13 1965 FOR FILING

S-SUR 47(9)

Section BIDDLE ROAD-CAMP WHITE Highway CRATER LAKE (FA 269) County JACKSON

Res. Engr. _____ Approx. Length 7 Miles. Sta. 1980+00± to Sta. 2356+00±

Prefix 6470 Date

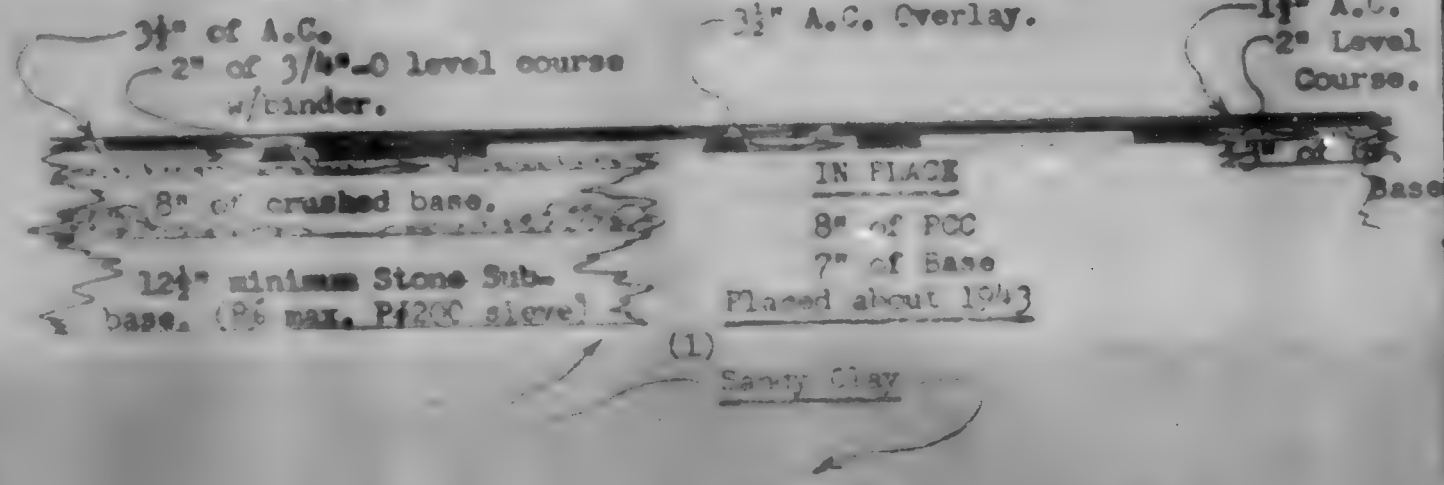
Truck A.D.T. 572 Traffic Coefficient 9.9 18 kip s.a. per day 400.6.

Annual Precipitation 25"± Frost Penetration - - - - -.

(1)
Typical Soil
29 LL
28 PI
68 %P 10
60 %P200
10 %Gravel
12 %C Sand
18 %F Sand
18 %Silt
22 %Clay
18 "R" Value (Corrected)

AASHO CLASSIFICATION:
A-7-6 (14)

MATERIAL SOURCES:
To be determined by the Engineer.



	CBR Total Req.	Credit	Actual Thick.	
NEW WORK				
		7	3½	A.C.
		2	2	Level Course
		8	8	Base Stone
		12½	12½	Subbase Material
	29½	29½	26	

*Shoulder area to be utilized will be the outside shoulder of the PCC lane. The above recommendation is based on there being no traffic use except for emergency parking.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

NOTED
LLOYD P. SHAW

Submitted by [signature] Staff Assistant

Recommended by [signature] Engineer of Materials

Recommended by [signature] Construction Engineer

Approved by [signature] Asst. State Highway Engineer

6-9-16

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN
"OTHER ROADS"

Section FISHER ROAD - CAMP WATER Highway _____ County _____ Prefix _____

Res. Engr. _____ Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date _____

Truck A.D.T. See below Traffic Coefficient _____ 18 kip e.a. per day _ _ _ _ _.

Annual Precipitation _ _ _ _ _ Frost Penetration _ _ _ _ _ _.

(1) Typical Soil	TRUCK A.D.T.	T.C.	WEAR. SURF.	LEVEL.	CRUSHED BASE	STONE SUBBASE	CBR Total Req.	Credit	Actual Thick.	
LL See PI Page %P 10 1 %P200 %Gravel %C Sand %F Sand %Silt %Clay	15±	6.4	2" AC	2"	6"	6" minimum	18		16	

Should an oil mat or gravel wearing surface be used in place of A.C., the "Total Thickness Requirement" would be the depth indicated in the "Crushed Base Equivalent" (CBR Total Req.) Column.

SECTION: BIDDLE ROAD-CAMP WHITE

HIGHWAY: CRATER LAKE

COUNTY: JACKSON

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 5600 (Total)

B. Future ADT 10,640 (Total)

C. Mean ADT 8120 $\left(\frac{A+F}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 14 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 7% x (C) 8120 = 568

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 568 x (H) 100 % = 568

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.66

= 9.9

SECTION: FIDDLE ROAD-CAMP WHITE

HIGHWAY: CRATER LAKE

COUNTY: JACKSON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. **Traffic Classification:** See attached sheet
2. **Soils Characteristics:** See design chart attached
3. **Weather:** See design chart attached
4. **Performance of Similar Pavements in Area:** Good X Fair _____ Poor _____
   Remarks: _____
5. **Cost Comparisons:** None made - see remarks

Secondary Factors Governing Selection

6. **Adjacent Existing Pavements:** A.C. and P.C.C.
7. **Stage Construction:** Not a consideration
8. **Depressed, Surface, or Elevated Design:** Surface
9. **Conservation of Aggregates:** Not a consideration
10. **Stimulation of Competition:** See remarks
11. **Construction Consideration:** Not a problem
12. **Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry:** Not a consideration
13. **Traffic Safety:** Not a problem
14. **Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes:** No problem

CONCLUSION AND REMARKS:

This project will consist of widening from two lanes to a four lane section. The present PCC lanes will be incorporated into the new work, and are in such condition as to warrant a 3½" AC overlay.

RECEIVED
NOV 10 1964
FORM 2-30-60M 11-61 40280

FOR FILING
S&SM 47(9)
6670

Cross Referenced To:
Adm
Estimates
Jackson Co

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 10, 1964

SUBJECT: Biddle Road-Camp White Section
Jackson County

To: MEMO TO THE FILE

On November 5, 1964, I tried twice, unsuccessfully to talk with Mr. Robert Duff, City Manager, Medford, in regard to our Biddle Road-Camp White location of the Crater Lake Highway. I did talk to Vern Thorpe, City Engineer, regarding our 12 ft. median and how the left turn refuges would be handled. This is the information I believe Mr. Duff desired. I informed Mr. Thrope that there would be painted left turn refuges for all county and city road connections. I indicated that the 12 ft. median area at other locations would be handled similar to a free left turn area.

I left a copy of our proposed location map with Mr. Thorpe. He was to inform Mr. Duff of our conversation and if he desired any more information he was to call me. He has not called for any information as of this writing.

John Quiner II
ASS'T. DIVISION ENGINEER

NOTED
LLOYD P. SHAW

JQII:lf

cc: L. P. Shaw

F. D. Morgan (D.J. Barbee)

Copy to Barbee
11-12-64

RECEIVED
NOV 12 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 27 1964
FOR FILING

Const
RLW
Crater Lake

Salem, Oregon
October 22, 1964

Crater Lake Highway
Medford to White City

Mr. F. D. Morgan
Construction Engineer

Attention: D. J. Barbee

We will need a presentation to the State Highway Commission to place the subject project on our construction schedule.

I believe our costs now stand at approximately $25,000 for right of way and $1,600,000 for construction items. Please check these costs before including them in any presentation for the Commission's use.

To finance construction of this section, it is now planned to defer the $1,710,000 item for construction on the Beaverton-Tigard Highway. This has been carried for some little time and its deletion will no doubt cause rejoicing in the Tualatin Valley area.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

RECEIVED
OCT 20 1964
FOR FILING
Const
RW
Crate. Lake

Cross Referenced To:
Adm
Petitions
Jackson

October 20, 1964

288

Mr. Everett Corey
4580 Crater Lake Highway
Medford, Oregon

Dear Mr. Corey:

Mr. Glenn L. Jackson, Chairman of the State Highway Commission, has referred your petition requesting that a section of the old Crater Lake Highway be retained to me for further consideration.

The field survey of the Baker Butte Road-Vilas Road Section has not been completed and the design is not sufficiently advanced to determine the effect widening the highway may have on the old road. When the field data is received and plans are worked up, consideration will be given your suggestion to utilize the old road for local traffic movement.

Your interest in highway matters is very much appreciated. Will you please convey my thanks to the signers of the petition.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Glenn L. Jackson
R. Ja Porter
Floyd P. Shaw
Victor D. Wolfe

LPS:ajw fn

Salem, Oregon
October 19, 1964

Crater Lake Highway

Mr. Forrest Cooper
State Highway Engineer

If the old road is retained, it will be a burden for maintenance. The present surface is in rather poor condition. The need for a frontage road after four lanes are available is doubtful but could be considered in design. 1963 traffic volume is approximately 6000.

The field cross sections are not yet in from Division but using other data, it appears the slopes of the widened roadway will remove about 1300 feet of the existing road. Approximately 2400 feet would remain at the Coker Butte Road end and 1500 feet at the Vilas Road location.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

FORM B-30 90M 12-60 84670

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1964

SUBJECT: Crater Lake Highway

To: Mr. Lloyd P. Shaw
Ass't. State Hwy. Engr.
BUILDING

With reference to a petition with seven signers addressed to Mr. Jackson requesting continuity of frontage road between Coker Butte Road and Vilas Road on the Crater Lake Highway, information is as follows:

One section 400' ? in length between these points is removed by our 2:1 cut slopes. Slopes approaching 3/4:1 would be necessary as roadway is designed. It is our opinion that such slopes would increase maintenance costs.

A retaining wall would increase construction costs. Realigning the frontage road would require additional construction and additional right of way.

The frontage road will be cut in at least two other places not in the defined section. Remaining portions are to be connected in each case with access points reduced. With a four lane highway and projected traffic of 10,000 vehicles, no congestion hazard or threat to safety is evident to this writer.

Mr. Corey believes our slopes are unnecessarily flat according to report from the field office.

F. D. Morgan
Construction Engineer

By

J. E. Morelock
Chief Locating Engineer

JEM:ra

PLEASE RETURN TO
LLOYD P. SHAW

4580 Crater Lake Highway
Medford, Oregon
October 3, 1964

Mr. Glenn Jackson
117 Greenway Circle
Medford, Oregon

Dear Mr. Jackson:

We the undersigned users of the old Crater Lake Highway wish to keep the continuity of this highway between Coker Butte Road and Vilas Road.

We believe that the State Highway Commission engineers can design a four lane Crater Lake Highway and still retain the old road.

Agricultural and access uses of the old highway will continue to relieve the new highway of congestion hazards of slow traffic. Maximum safety will be insured and reasonable traffic patterns can be sustained.

Very truly yours,

Everett Corey
Mary E. Phipps
Edward B Viles
Eugene Hunt
O W Rork
Paul Culbertson

RECEIVED
OCT 15 1964
FOR FILING

FORM E-30X—50M—12-63 84677

S-SU 476(9)

6670

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 12, 1964

SUBJECT: Biddle Road - Camp White Section
Crater Lake Highway
Jackson County

To: F. D. Morgan
Construction Engineer
BUILDING

Attn. John Oakes

It has been decided to add signing to the above-mentioned contract. The estimated cost of this work will be $22,000.

Would you please see that it is added to the schedule.

F. B. Crandall
Traffic Engineer

DFD:scr

cc Tom Edwards
~~Bill Young~~

NOTED
TOM EDWARDS

RECEIVED
SEP 28 1964
FOR FILING

S-Su 47 (9)

6670

September 25, 1964

Oregon State Highway Commission

Gentlemen:

The Crater Lake Highway, from its intersection of Interstate 5 northerly to White City, is presently carrying in excess of 6,000 cars a day and has a moderately high accident record. It is considered desirable to widen this section to four lanes with a left-turn median in order to more effectively and safely carry traffic.

The length of this project is approximately seven miles and will cost $1,750,000 for construction and $100,000 for right-of-way. A hearing will be required within the limits of the city of Medford.

I recommend this section be placed on a future program and that you authorize a public hearing at this time so that the necessary right-of-way can be acquired.

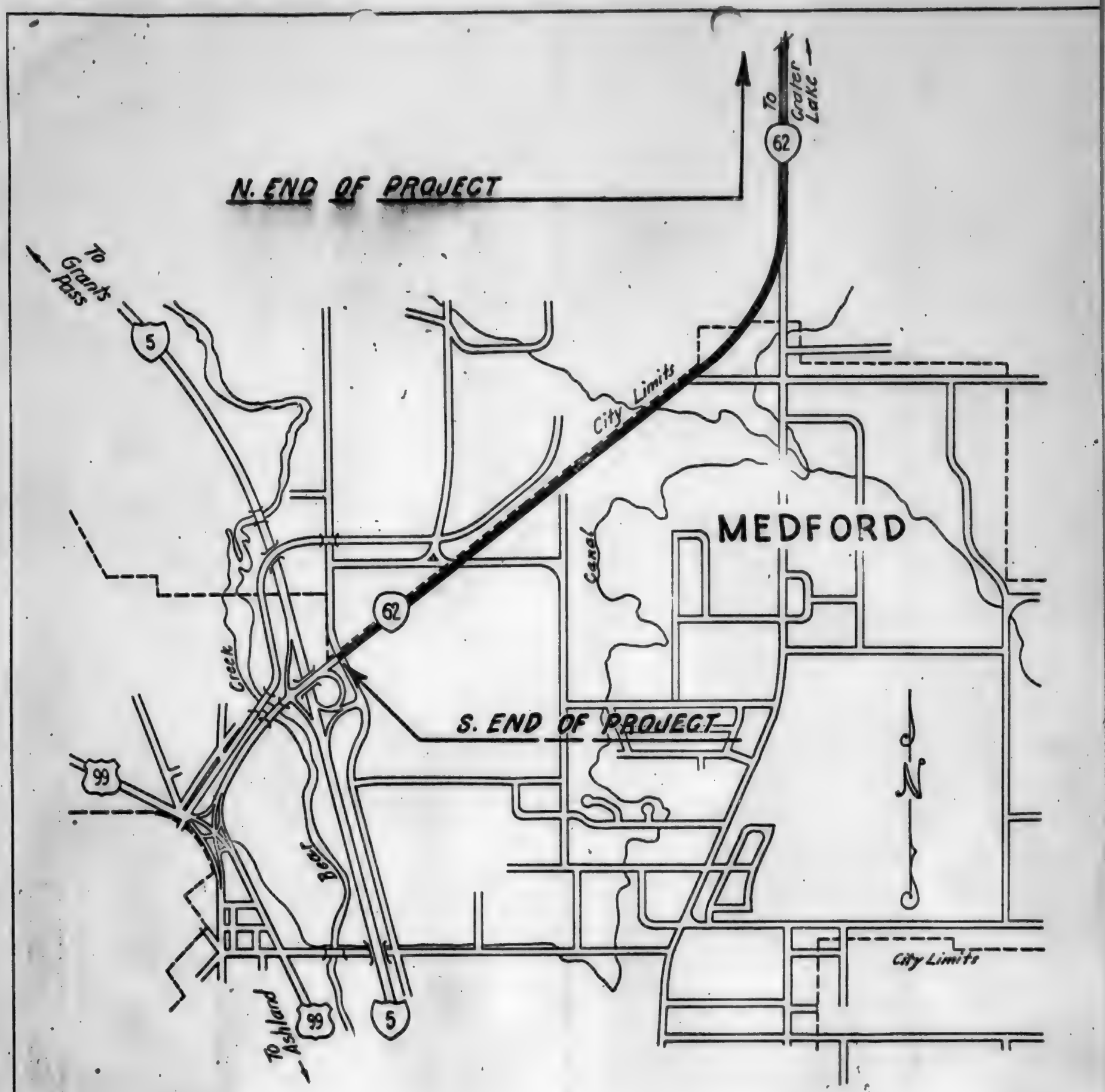
This matter will be presented for your consideration at the October 9 Commission meeting.

Very truly yours,

Rexroat Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
W. T. Wright

LPS:ajw fn



Preliminary Hearing Map

BIDDLE ROAD - CAMP WHITE
CRATER LAKE HIGHWAY
JACKSON COUNTY

RECEIVED
JUL 27 1964
FOR FILING
S-5447(9)
6670

July 24, 1964

Mr. Richard W. Courtright
1005 East Main
Medford, Oregon

Dear Mr. Courtright:

This will acknowledge receipt of your July 21 letter advocating improvement of the Crater Lake Highway between Medford and White City.

Your Highway Department is very cognizant of the deficiencies in this section and while no commitment can be made as to what action the Highway Commission may take, I am confident that this problem will receive consideration along with other critical areas when future construction programs are formulated.

Your interest in the matter is appreciated and your request will be made a part of the Commission's official record on the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLPres
cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. Victor D. Wolfe

LAW OFFICES
DAY AND COURTRIGHT

BEN DAY
RICHARD W. COURTRIGHT

THE MALL 7
1005 EAST MAIN
MEDFORD, OREGON
773-6221

July 21, 1964

REFERRED TO
Ernest Capps
BY SECRETARY

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Recently, I read where the State of Oregon was having a survey of the Crater Lake Highway between White City, Oregon, and Biddle Road made for the purpose of possible construction of a four-way divided highway between these two points.

Because of business interest in the White City area, I drive the existing State Highway 62, from Medford to White City quite often. I am amazed at the heavy volume of traffic that is on this route, much of which consists of logging trucks. I am aware that a number of lives have been lost on this portion of the highway in the last few years and have witnessed several extremely close calls between other vehicles due primarily to the traffic congestion that exists.

I think that the construction of a divided four-lane highway between Medford and White City should be given high priority consideration by the State Highway Commission. With the industrial expansion that has taken place in the White City area plus the large amount of new homes being built in that area, it would appear that a four-lane divided highway between Medford and White City is at this time, presently justified.

Yours very truly,

DAY AND COURTRIGHT

Richard W. Courtright

Richard W. Courtright

RWC:pw

RECEIVED
JUL 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 21 1964
FOR FILING

S-511 47 (9)

6670

RECEIVED
JUL 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1964

SUBJECT:

To: Lloyd P. Shaw
Assistant Highway Engineer
BUILDING

I am attaching an accident listing that you requested from the east city limits of Medford to Avenue H at Camp White.

The first sheet is a summary of the listing. The succeeding sheets show the accidents by year and by mile post section. As I recall you were interested in this material with respect to shoulder widening project.

As you can see from the first sheet summary, almost half of the total 100 accidents involved rearend collisions or turning movements. There were no accidents involving parking manuevers which could be connected with the lack of shoulders. It might be in some instances possible to have avoided a rearend or a turning accident if a wide enough shoulder had existed to permit an escape route. However, this fact is extremely difficult to determine even if the officers' reports on the accidents are examined carefully.

If I can help you anymore on this matter, please let me know.

L. E. George
Assistant Traffic Engineer

LEG:lpf

Attachment

Loyd.
I find after writing the letter that it is impossible to obtain this information.
Bud.

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing 6-30-64 [illegible]

LOCATION

Crater Lake Hwy

Hwy. No. 22 Rte. No. Ore 62
From M.P. 1.78 - E.C.L. Medford
To M.P. 7.32 - [illegible]
Period Covered: 1-1-61 to [illegible]

	COLLISION TYPE													CLASSIF.					REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
Intersectional																			
1961	5		4			5		1					15		9	6		17	
1962	3		4			8		1		1			17	2	2	13	4	9	
1963	4		1			7			1	1			14	2	3	9	2	3	
4 mos. 1964										1			1	1			1		
Total	12		9			20		2	1	3			47	5	14	28	7	29	
Non-Intersectional																			
1961	3		3	1	3	5		4		1		2	22	1	3	18	1	4	
1962		1	3		3	1		1		3	1	1	14		4	10		4	
1963	1	1	3	2		3		1			1	3	15		6	9		8	
4 mos. 1964						1		1					2		1	1		1	
Total	4	2	9	3	6	10		7		4	2	6	53	1	14	38	1	17	
All Accidents																			
1961	8		7	1	3	10		5		1		2	37	1	12	24	1	21	
1962	3	1	7		3	9		2		4	1	1	31	2	6	23	4	13	
1963	5	1	4	2		10		1	1	1	1	3	29	2	9	18	2	11	
4 mos. 1964						1		1		1			3	1	1	1	1	1	
Grand Total	16	2	18	3	6	30		9	1	6	2	6	100	6	28	66	8	46	

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

LOCATION

Crater Lake - Fort

Hwy. No. 22 Rte. No. OR 62
From M.P. 1.78
To M.P. 7.33
Period Covered:
1-1-61 to 4-1-61

COLLISION TYPE													CLASSIF.					REMARKS
Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
No	Accidents																	

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

Hwy. No. 22 Rte. No. [illegible]
From M.P. 1.78 - E. of Mehama
To M.P. 7.32
Period Covered: 1-1-61 to 4-[illegible]-61

LOCATION	COLLISION TYPE													CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage			
At Gates [illegible] Mp 2.03																			* Last full year
1961	No Accident																		
1960																			
[illegible]																			
[illegible]																			
[illegible]																			
[illegible]																			
[illegible]																			
[illegible]																			
1961						1		1				1	3		1	2		2	
1960			1										1			1			
1959												*1	1			1			
[illegible]	No Accident																		
			1			1		1				2	5		1	4		2	
At Cedar Burn [illegible] Mp 2.14																			
1961	1												1		1			2	
1960						1		1					2		1	1		2	
1959						1							1			1			
[illegible]	No Accident																		
[illegible]	1					2		1					4		2	2		4	

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

Hwy. No. 22 Rte. No. C. 12.
From M.P. 1.7
To M.P. 7.32
Period Covered: 1-1-61 to 1-31-64

LOCATION	COLLISION TYPE													CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage			
[illegible] 1961								2					2			2			
1962	No Accidents																		
1963																			
from 1961								2					2			2			
[illegible]																			
At Junction [illegible] 1961	No Accidents																		
1962																			
1963																			
from 1961																			
Cement Plant [illegible]																			
1961	No Accidents																		
1962																			
1963																			
from 1961																			

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

LOCATION

Hwy. No. 22 Rte. No. 0162
From M.P. 1.78
To M.P. 7.32
Period Covered:
1-1-61 to 4-30-61

COLLISION TYPE													CLASSIF.					
Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	REMARKS
		2										2		2			4	
No	Accidents																	
	1																	
		2										2		2				
No	Accidents																	
No	Accidents																	

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

LOCATION

Hwy. No. 22 Rte. No. Ore 13
From M.P. 1.18
To M.P. 1.32
Period Covered:
1-1-61 to [illegible]

COLLISION TYPE														CLASSIF.					REMARKS
Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
																		Fatals: Driver, Pass. in car, Ped. crossing hwy. from NE to SW side by NE cor. of M.P. 1.5. 50' N of Wilsonville 10-7-61 7:30 P.M.
[illegible]	[illegible]																	
		1										1		1			1	
							1				1	2		1	1		1	
[illegible]	[illegible]																	
		1					1				1	3		2	1		2	
		1		1					1				3		2	1		5	dry, Pass. in car crossing at inter. from E to S side of Wil'd Ave. M.P. 1.32 1-20-62 Noon
						1				1			2	1		1	1		
		1				1							2			2			
		[illegible]																	
		2		1			2		1		1		7	1	2	4	1	5	
		1		1					1		1		5	1	2	2	1	2	
						2	1		1		1		5		1	4		1	
				1	2								3		1	2		2	
		[illegible]																	
		1		2	2	2	1		2		2		[illegible]	1	4	8	1	5	

OREGON STATE HIGHWAY DEPARTMENT

TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

LOCATION

Hwy. No. 22 Rte. No. [illegible]
From M.P. [illegible]
To M.P. [illegible]
Period Covered:
1-1-61 to [illegible]

LOCATION	COLLISION TYPE													CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage			
[illegible]																			
[illegible]	[illegible]	[illegible]	[illegible]									1	1			1			
[illegible]						1							1		1			2	
[illegible]	[illegible]	[illegible]	[illegible]																
[illegible]						1						1	2		1	1		2	
[illegible]																			
[illegible]																			
[illegible]																			
[illegible]																			
[illegible]	[illegible]	[illegible]	[illegible]																
[illegible]						1							1			1			
[illegible]	1												1			1			
[illegible]																			
[illegible]																			
[illegible]																			
[illegible]																			
[illegible]																			
[illegible]	[illegible]	[illegible]	[illegible]																
[illegible]	[illegible]	[illegible]	[illegible]																
[illegible]	1												1			1			
[illegible]	[illegible]																		
[illegible]	1												1			1			
[illegible]																			

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

Hwy. No. 22 Rte. No. Or-62
From M.P. 1.78
To M.P. 7.32
Period Covered: 1-1-[illegible] to [illegible]

LOCATION	COLLISION TYPE													CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage			
At Comp. [illegible] Mp 4.5																			
1961	[illegible]	[illegible]																	
1962																			
1963																			
[illegible] 1964																			
[illegible] 1965																			
At [illegible] 1961						1							1			1			
1962	[illegible]	[illegible]	[illegible]	[illegible]															
1963		1											1			1			
[illegible] 1964	[illegible]	[illegible]	[illegible]	[illegible]															
1965		1				1							2			2			
At [illegible] Mp 5.39						1							1			1			
1966			3			2							5	1		4	3	3	Fatal at M.P. 5.39 on Sheet #10
									1				1			1			
[illegible] 1967	[illegible]	[illegible]	[illegible]	[illegible]															
			3			3			1				7	1		6	3	3	

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

Hwy. No. 22 Rte. No. [illegible]
From M.P. [illegible]
To M.P. [illegible]
Period Covered:
[illegible] to [illegible]

LOCATION	COLLISION TYPE													CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage			
[illegible]																			
[illegible]												1	1			1			Fatal-Darkness. Pursuant to Ebd. Co. district [illegible] Store and [illegible] inform [illegible] by [illegible] Hwy. Patrol [illegible] additional [illegible] Head Collision. MP. 5.43. 1 Killed 11-11-63 - 5:[illegible]
[illegible]																			
[illegible]																			
[illegible]																			
[illegible]																			
[illegible]						1							1		1			2	
[illegible]	[illegible]																		
[illegible]	1					1							2	1		1	1		
[illegible]	[illegible]																		
[illegible]	1					2							3	1	1	1	1	2	
[illegible]																			
[illegible]	[illegible]																		
[illegible]																			
[illegible]																			
[illegible]																			
[illegible]																			

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

Hwy. No. 22 Rte. No. _____
From M.P. [illegible]
To M.P. [illegible]
Period Covered:
_____ to _____

LOCATION	COLLISION TYPE													CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage			
						1							1		1			1	
			1										1			1			
	[illegible]																		
Total			1			1							2		1	1		1	
[illegible]	[illegible]																		
[illegible]	[illegible]																		
			1										1		1			1	
	[illegible]																		
[illegible]			1										1		1				
[illegible]	[illegible]																		
[illegible]																			
			1			1							2		1	1		1	
			1										1		1			1	
						1							3		2	1		2	

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

LOCATION

Hwy. No. [illegible] Rte. No. [illegible]
From M.P.
To M.P.
Period Covered:
[illegible] to [illegible]

COLLISION TYPE													CLASSIF.					REMARKS
Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
	No Accidents																	
1					1							3		2	1		3	
2					1							3		1	2		4	
2					1							3		1	2		1	
									1			1	1			1		
6					5				1			10	1	4	5	1	8	
		2	1	1								4			4			
	1			1						1	1	4			3		1	
		1			1						1	3			1		2	
					1		1					2		1	1		1	
	1	3	1	2	2		1		1	2		13		4	9		4	

Fatal [illegible]
[illegible]
No [illegible]
[illegible]
5-18 [illegible]
3 Killed

Fatal: Darkness
Pedestrian
[illegible]
Section, Struck by
[illegible]
1-5-64-8:45 PM
1 Killed.

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

Hwy. No. 22 Rte. No. Ore 22
From M.P. 1.10
To M.P. [illegible]
Period Covered: 1-1-61 to 4-30-61

LOCATION	COLLISION TYPE													CLASSIF.					REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
[illegible]																			
1961	1		1										2			2			
[illegible]	1					1							2			2			
[illegible]						1							1		1			1	
[illegible]	[illegible]																		
[illegible]	2		1			2							5		1	4		1	
Avenue 3 to [illegible] MP 7.12 to MP 7.29																			
1921	1				1	1							3			3			
1929										1			1		1			1	
[illegible]	[illegible]																		
[illegible]																			
[illegible]	1				1	1				1			4		1	3		1	
[illegible] MP 7.29																			
[illegible]						1							1			1			
[illegible]																			
[illegible]	[illegible]																		
1961						1							1			1			

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

LOCATION

Hwy. No. 22 Rte. No. [illegible]
From M.P. 1.78
To M.P. 7.32
Period Covered:
1-1-61 to [illegible]

COLLISION TYPE												CLASSIF.					REMARKS
Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
																		Fatal Accident [illegible] Struck by Sedan on 10-1-63 [illegible]
1				1	1							3			3			
		1										1			1			
1		1		1	1							4			4			
					1							1			1			
[illegible]																		
					1				1			2	1		1	1		
[illegible]																		
					2				1			3	1		2	1		

[illegible] 1961
[illegible] 19[illegible]
[illegible] 19[illegible]
[illegible] 19[illegible]

RECEIVED
JUL 7 1964
FOR FILING
Court
RIW

Salem, Oregon
June 25, 1964

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

Attention: D. J. Barbee

Pursuing the matter discussed with you by telephone this date, June 25, Mr. Porter has been contacted by Chairman Jackson with an order that we immediately prepare a project for shoulder widening between Medford and White City.

The urgency is occasioned by public opinion which has been stirred by an accident, or accidents, on this road recently. The possibility of some improvement in addition to shoulder widening should be considered in your evaluation of this project.

Please have this work done as expeditiously as possible.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

RECEIVED
AUG - 7 1964
FOR FILING

FORM E-30 BOM 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1964

Cant.
R/W
Crater Lake

SUBJECT:

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

O F F I C E

On this date, Chairman Jackson directed that we work up a shoulder paving job between Medford and White City.

I suggest that we have a preliminary estimate made for paving the shoulders; for eliminating the deep ditches; and also, a reconnaissance-type estimate for a four-lane facility.

Please give this a high priority as the Chairman directed that we proceed posthaste.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper

RECEIVED
LEGAL DIV.

Barbu advised by phone and letter

Fieldwork to determine flow going on 7/16 — R/W done only perhaps 2 wks.

7-20 Teabeau going into field 7-21
8-4 Porter approved typical Section on which ext. is being based

RECEIVED
JUN 5 - 1964
FOR FILING

S-SU 47(9)
6.70

June 4, 1964

Mr. Darrell E. Davis
1200 Crater Lake Avenue
Medford, Oregon

Dear Mr. Davis:

Thank you for your letter of June 2 relative to the need for additional lanes on the Crater Lake Highway between Medford and Camp White. Your Highway Commission is cognizant of the deficiencies in this highway and I am sure is sympathetic to your request.

It probably is repetitious to state that the problem of improving those highways that are off the Interstate System is perhaps the most difficult one before the Commission today. Oregon has in its noninterstate network critical deficiencies that would require at least $150 million to correct. There is available about $17 to $20 million annually to apply to this problem. Trying to apportion these funds so that they will do the most overall good is a very complex and often frustrating problem.

Your request will have the attention of the Highway Commission and I am sure that when future construction programs are developed, this route will have consideration along with other critical needs in our state.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLPiem
cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

LOGGING
LOG HAULING
HIGHWAY HAULING
EXCAVATING
ROAD BUILDING

Austin L. King

GENERAL TRUCKING — LOGGING — EARTH MOVING

1300 Crater Lake Avenue
Medford, Oregon
Phone 2-7260

DUMP TRUCKING
FILL DIRT
TOP SOIL
GRANITE
CREEK RUN

REFERRED TO MR. Cooper BY SECRETARY

NOTED R. L. PORTER

June 2, 1964

State of Oregon
State Highway Commission
Salem, Oregon

Dear Sirs:

We respectfully request your consideration of the serious need for a four lane highway on Highway 62 between Medford and the Camp White Area.

Because of the concentration of population and Industry in the White City Area this has become a very congested and dangerous stretch of road.

We, ourselves, move about 15,000 loads of logs over this road each year and while we attempt to exercise extreme caution we daily encounter incidents which could result in serious accidents and possible loss of life.

Certainly this represents a problem deserving of your careful and immediate consideration.

Yours truly,

Darrell E. Davis

RECEIVED
JUN 3 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN - 3 1964
OREGON
STATE HIGHWAY COMMISSION

FORM S-120

RECEIVED
AUG 26 1965
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

[illegible] 17, 19[illegible]

[illegible] Department,
[illegible] Division of [illegible] Contracts,
P. O. [illegible]
[illegible], Oregon

Gentlemen:

The State Highway Commission on [illegible] 17, 19[illegible], awarded to you State Highway Contract No. [illegible] for the following project:

Grading, paving and lighting on the Antelope Creek-Medford section of the Crater Lake Highway in Jackson County.

This award was based on your bid of $[illegible], which was submitted to the Commission on [illegible] 17, 196[illegible], for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jj

cc: Frank Morgan
L. M. Young
[illegible] Savage (L I C)
I. B. Merchant

RECEIVED
AUG 16 1965
FOR FILING

S-Su 47(9)
6670

August 16, 1965

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the August 23 Commission meeting will be a cooperative construction agreement with the City of Medford pertaining to the Antelope Creek-Medford Section of the Crater Lake Highway No. 22 in Medford, Oregon.

Upon completion of the project, the City shall assume maintenance of the reconstructed city street connections at its sole expense.

This project was on the August 10 bid letting and was estimated to cost approximately $1,700,000, which includes a large portion outside of the city of Medford.

Your approval is recommended and your authority requested for the Secretary's signature for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
H. S. Cox
F. D. Morgan
L. R. Chandler
C. M. Maison

DNH:eb bg

FORM CO-121
O. 208-10

UNITED STATES GOVERNMENT

Memorandum

S-SU

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6670

DATE: July 12, 1965

In reply refer to: 08-35.3-EC

Mr. Norman Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: I. Dee
Engineering Coordinator

SUBJECT: Oregon Federal-aid Secondary Program

Mr. Young's June 28, 1965 letter submitted four projects for inclusion in the subject program. We are approving these Stage 2 construction phase projects effective this date:

Item	Project	Location	Work
935	S-401(2)	Lobster Creek Bridge	1 - Bridge
936	S-[illegible]-47(9)	Antelope Creek-Medford Sec.	Gr., pave
937	S-547(1)	Fir Villa Bridge	1 - Bridge
938	SU-466(5)	Beaverton-Tualatin Hwy.	1 - Bridge

You are authorized to proceed with actions necessary to advance to completion the physical construction and utility preparatory work provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan except minimum design standards. If you subsequently find that exceptions to this procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards established by AASHO, this office should be notified of such proposed exceptions and reasons thereof.

Item 938, SU-466(5) provides for the construction of an undercrossing structure located within the limits of Item 919, SU-466(4) which was previously approved and authorized. Therefore IM 50-2-65 is applicable only under paragraph B-2, and this work is construed to be providing for the completion of construction, which satisfies this requirement.

Our approval on Item 937, S-547(1) is with the understanding that additional justification will be forthcoming for the substandard bridge width.

This approval provides for an aggregate total of 6.37 miles of construction for a total estimated cost of $2,30[illegible],00. of which $1,446,000 is reserved as Federal Secondary funds.

REFERRED TO
[signature]
By Asst. State Hwy. Engr.
7-15-65

F. B. Klaboe

RECEIVED
JUL 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 23 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

S-54 47(9)

6670

212

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 18, 1963

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Van Dyke, Dallenback & McGoodwin
Attorneys at Law
110 E. Sixth Street
Medford, Oregon 97501

Attention: Mr. Frank J. Van Dyke,
Attorney for Rogue River
Valley Irrigation District

Re: Boyden Lateral Crossing,
Rogue River Valley Irrigation
District.
Antelope Cr.-Medford Section
Crater Lake Highway
Primary State Highway No. 22
Jackson County

Dear Frank:

I have for reply your letter of November 22, 1963, concerning subject lateral - highway crossing. Your suggested solution to the problem relating to the allocation of structural maintenance for the concrete siphon boxes constructed adjacent to either side of the highway is noted but it does not appear that acquisition of title by the State is necessary for our purpose.

The two siphon boxes were constructed as a necessary part of our highway project around 1942. Said project crossed the District's facilities, which occupied the premises under prior rights; therefore, this department was obligated to replace the crossed facilities with functionally equivalent facilities. Under the pre-existing conditions the District had no structural maintenance of siphon boxes at the two locations - only operational and structural maintenance of an open ditch.

District has expressed an unwillingness to accept the structural maintenance of these boxes. Upon taking a second look at this situation it is apparent that the department actually has an interest in possessing at least a permissive right to go upon the easement of the District (upon which the siphon boxes are constructed) for the very purpose of accomplishing structural maintenance of said boxes. The only question remaining would concern the identity of the party required to pay the cost of such structural maintenance. Since it is in the interest of the department to protect its right of way from possible damage resulting from a lack of timely structural maintenance and ~~since said boxes were~~ constructed for and as a

RECEIVED
DEC 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTR[illegible]N DIVISION
DEC [illegible]

NOTED
LLOYD P. SHAW

part of said Crater Lake Highway construction project, the structural maintenance, if any, should be considered as a highway maintenance expense. The location of the boxes outside the highway right of way is immaterial.

If at the time of construction the District's costs for structural maintenance could have been determined, such a sum could properly have been included as a project cost item, but this was not possible. Nevertheless, the propriety of charging this sum (as it occurs) to the department has not changed.

Therefore, be advised that the department is agreeable to inclusion of a provision in the agreement, yet to be drawn, to the effect that State will perform structural maintenance of the siphon box adjacent to the easterly highway right of way line and of that portion of the siphon which is located within the highway right of way.

Your letter of November 22, 1963, in the second paragraph, seems to confirm that the action proposed in the first paragraph of District Manager Sexton's letter of September 21, 1962, by the City and District has been taken. (copy of letter is enclosed)

No mention was made of the existing siphon box next to the westerly side of the highway right of way, as under proposed plans for reconstructing the siphon that box will be eliminated. The box on the easterly side of the Medco truck road will be replaced by a pressure type box leading upward from the extension of the "highway" siphon to the siphon under the Medco road. Structural maintenance of the reconstructed facilities lying outside the highway right of way will of course be a matter between the District and parties other than the State.

Correspondence in the file indicates that the matter of structural maintenance of the two highway siphon boxes was the only point of disagreement. If the District is agreeable with our herein-contained proposal relating to structural maintenance of the easterly siphon box and the siphon within highway right of way, please advise us of that fact, and we will prepare the agreement for the crossing reconstruction.

Very truly yours,

L. I. LINDAS
Chief Counsel

By J. N. Hershberger
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:jr
Encl.
cc's: Ted Litchfield

Crater Lake Hwy
62
created 1942

VAN DYKE, DELLENBACK & McGOODWIN
ATTORNEYS AT LAW
110 E. SIXTH STREET
MEDFORD, OREGON 97501

FRANK J. VAN DYKE
JOHN R. DELLENBACK
JAMES V. McGOODWIN
JOHN L. DuBAY

TELEPHONE
773-5568

November 22, 1963

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

I think Lateral field has been handling this.

REFERRED TO
Forrest Cooper
BY SECRETARY

Oregon State Highway Department
Salem 10, Oregon

Re: Boyden Lateral Crossing - Highway 62

Gentlemen:

The Rogue River Valley Irrigation District and Highway Department have had considerable correspondence concerning the above crossing of the irrigation canal by State Highway 62. The difficulty seems to be that the District will not accept maintenance of siphon structures which are required for Highway Department purposes. The Highway Department apparently takes the position that it will not maintain siphon structures not on it's right of way. Obviously the answer to this problem is for the Highway Department to acquire title to the ground where the siphon structures are situated, and we would suggest that this be recommended to the appropriate officials of the Highway Department and the matter implemented.

We are advised that the city of Medford and the District have removed the signs and obstructions and the Irrigation District is prepared to deliver necessary pipe.

We would appreciate an early indication from your department as to our suggested solution of this problem as it appears to us to be the fair one.

Very truly yours,

ROGUE RIVER VALLEY IRRIGATION DISTRICT

By Frank J. Van Dyke
It's Attorney

lf

cc: Mr. Harold Sexton
Mr. Robert Duff

RECEIVED
NOV 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-5(17) Airport Rd.-Irrigon Junc. 1965
157 Sec., Columbia R. Hwy.
#6671 (Roadside improvement)

RECEIVED
AUG 28 1967
FOR FILING

I-80N-5(17)157
6671

August 25, 1967

United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland, Oregon 97205

Gentlemen:

Contract No. 6671 awarded to Sprague's' Commercial Landscaping, Inc., for roadside improvement on the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County was completed on April 29, 1966, and accepted by the Highway Commission on August 25, 1967.

Final payment in the amount of $6,199.77 will be released to the contractor after September 1, 1967. The total contract amount is $86,818.79 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Sprague's' Commercial Landscaping, Inc.
P. O. Box 458
Lynnwood, Washington

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 25 1967

I-80N-5(17)157
6671

August 25, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed April 29, 1966, on Contract No. 6671. The contract was with Sprague's' Commercial Landscaping Inc., and was for roadside improvement on the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County.

As the contractor has completed all work according to specifications, I recommend that you accept the project as of this date.

This matter will be on the agenda for your confirmation at the August 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
A. F. Parson

srb rgfn

RECEIVED
DEC 6 - 1966

OREGON STATE HIGHWAY DEPARTMENT

I-5-1(17)187
6471

INTER-DEPARTMENT CORRESPONDENCE

December 2, 1966
Salem, Oregon

SUBJECT: SPRAGUES, INC.
LABOR VIOLATIONS

To: MEMORANDUM FOR FILE

On November 22, 1966, we received a memorandum from the Bureau of Public Roads relating to a review of our Project File I-5-1(55) Wall Creek-Siskiyou Station Section. The Bureau stated a foreman for Spragues Commercial Landscaping, Inc., an approved sub-contractor on this project, had made complaints of failure to receive overtime compensation for work performed. The Bureau informed us they would not process the final report or final voucher until this matter had been resolved.

We immediately obtained a listing of all projects that Spragues, Inc., had either been the prime contractor or sub-contractor on for the Oregon State Highway Department. These projects are as follows:

CONTRACT NO.	FA PROJECT NO.	JOB DESCRIPTION	PRIME CONTRACTOR	STATUS OF CONTRACT
6474	I-5-6(33)304	South Unit, Minnesota Freeway	Spragues, Inc.	Final
6755	I-5-5(11)283	Wilsonville Safety Rest Area	Warren Northwest	Active
6454	I-5-1(55)06	Wall Creek-Siskiyou Station	Slate Hall	Final
6372	I-80N-5(11)147	Willow Creek-Airport Road	Earl McNutt Co.	Final
6349	I-80N-4(14)139	E.Unit,Arlington Heppner Jct Inter	Rogers Const.	Final
6367	I-5-2(29)126	Roberts Mountain	Slate Hall	Final
6292	I-80N-5(8)145	Heppner Jct. Interchange	Rogers Const.	Final
6360	I-5-1(52)04	Siskiyou Station-Siskiyou Summit	Slate-Hall	Final
6241	I-5-1(40)009	S. Ashland Inter. Wall Creek	Peter Kiewit	Final
6671	I-80N-5(17)157	Airport Road-Irrigon Junction	Spragues, Inc.	Active
6340	I-5-1(51)18	12th Street-N.Ashland Interchange	Spragues, Inc.	Final
6531	I-5-3(66)155	Anlauf-Elkhead Road	Spragues, Inc.	Final

The Accounting Division has recently completed an audit of Contract No. 6474, South Unit, Minnesota Freeway, for possible overtime violations. This matter is being turned over to the Legal Division for determination as to whether or not violations did occur

On November 30, 1966, a meeting was held with the Bureau of Public Roads to determine what action would be necessary by the State Highway Department to resolve this matter. At this meeting, the Bureau stated they had received a copy of a teletype from Mr. Patterson to John Bond (a copy is attached) notifying them of the complaint made by Mr. Rodney

Culp, foreman for Spragues, Inc., of the overtime violation on the Wall Creek - Siskiyou Station Section job. Mr. Culp stated the underpayment of overtime amounted to something over $4,000.00.

The Bureau was then asked if we would be required to conduct an audit on all of the jobs that Spragues had been associated with. They felt we should audit only the jobs in connection with the complaint.

A review of the certified payrolls submitted by Spragues, Inc., on the above projects were made, and it was mutually agreed that the following jobs would need to be audited:

Contract 6241 - Ashland-Wall Creek
Contract 6454 - WallCreek-Siskiyou Station
Contract 6360 - Siskiyou Station-Siskiyou Station

On December 1, 1966, Mrs. Sprague of Spragues, Inc., was contacted and asked if we could examine her records relating to the above projects that they had been the approved sub-contractor for. She stated we could not examine any records until she obtained legal advice from her attorney to determine if the Highway Department had authority to examine the records. We immediately advised our Legal Division of this situation.

At the present time, we are withholding $10,000.00 on Contract No. 6474, South Unit, Minnesota Freeway, and have stopped all payments to Spragues, Inc., on Contract No. 6671, Airport Road-Irrigon Junction, until this matter is settled.

C. H. Maison
Controller

CHM:rs

cc: R.L. Porter
E.B. Klaboe
G.E. Ronde
L.H. Young
F.D. Morgan
Bureau of Public Roads

LAST REPORT A

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Airport Road-Irrigon Jct.		WEEK ENDING: June 18, 1966
		SECTION PREFIX: 625-1043
HIGHWAY: Columbia River		COUNTY: Morrow
NAME OF JOB: Airport Road-Irrigon Jct.	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Spragues' Commercial Landscaping, Inc.	CONTRACT NUMBER: 6671	FEDERAL AID PROJECT NUMBER: I-80N-5 (17) 157
DATE OF CONTRACT: August 17, 1965	DATE WORK STARTED: October 1, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $103,189.80	SPECIFIED COMPLETION DATE: April 30, 1966	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $95,849.80	ENGINEERING AUTHORIZATION: $7,337.78	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $86,774.76	ENGINEERING COST TO DATE: $5,973.25	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 9 %	PERCENT OF AUTHORIZATION: 81 %	DATE PROJECT WAS COMPLETED: April 29, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.	Irrigation System	Topsoil	Roadside Seeding	Lawn Construction
	100	100						100	100
			Topsoil GRADING	Seeding SURFACING	MAINTENANCE MATERIALS			OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				9.04					
MILES PARTIALLY COMPLETED				0.00					
MILES COMPLETED				9.04					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			5,120 CY	134.00 Acres					
TOTAL QUANTITIES CORRECTED TO DATE			5,090 CY	122.40 Acres					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			5,090 CY	122.40 Acres					
AVERAGE DAILY QUANTITIES									
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0	0					
NUMBER OF SHIFTS PER DAY									
HOURS PER SHIFT									

EQUIPMENT USED DURING THE WEEK.

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Overcast-Warm			
TUESDAY	Partly Cloudy-Warm			
WEDNESDAY	Fair-Warm			
THURSDAY	Fair-Warm			
FRIDAY	Partly Cloudy-Windy			
SATURDAY				

BEN GIFFORD

LAST REPORT A

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Airport Road-Irrigon Jct.	WEEK ENDING: June 18, 1966
		SECTION PREFIX: 625-1043
	HIGHWAY: Columbia River	COUNTY: Morrow
NAME OF JOB: Airport Road-Irrigon Jct.	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Sprague's Commercial Landscaping, Inc.	CONTRACT NUMBER: 6671	FEDERAL AID PROJECT NUMBER: I-80N-5 (17) 157
DATE OF CONTRACT: August 17, 1965	DATE WORK STARTED: October 1, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN _____ SUPERVISION _____	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: April 30, 1966	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $103,187.58	ENGINEERING AUTHORIZATION: $7,337.78	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $95,849.80	ENGINEERING COST TO DATE: $5,978.25	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $86,774.76		DATE PROJECT WAS COMPLETED: April 29, 1966
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 9 %	PERCENT OF AUTHORIZATION: 81 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	Irrigation System 100	Topsoil 100				Roadside Seeding 100	Lawn Construction 100

	Topsoil GRADING	Seeding SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		9.04			
MILES PARTIALLY COMPLETED		0.00			
MILES COMPLETED		9.04			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,120 CY	134.00 Acres			
TOTAL QUANTITIES CORRECTED TO DATE	5,090 CY	122.40 Acres			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,090 CY	122.40 Acres			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Overcast-Warm			
TUESDAY	Partly Cloudy-Warm			
WEDNESDAY	Fair-Warm			
THURSDAY	Fair-Warm			
FRIDAY	Partly Cloudy-Windy			
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Establishment period in effect.
Semi-Final Estimate sent to the Division Office on Wednesday of this week.

This will be the final report on this project until work has started at the end of the establishment period.

SIGNED C. D. Hild LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
AUG 28 1967

STATE COPY

FORM B-1 8X 5011 7-66 FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
[redacted]
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
Helix

I-80N-5(17)157
6671 -

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 13, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the replacement planting was completed on June 6, 1967, on Contract No. 6671, Airport Road-Irrigon Junction Section, in Morrow County, in connection with Federal-Aid Project No. I-80N-5(17)157.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 6-12-67

Conditions noted on above date:

None

RAN:

RECEIVED
AUG 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By: G. R. Brooks
G. R. Brooks
District Engineer

L. H. Young 8-25-67

RECEIVED
APR 18 1966

FOR FILING
I 80A-5(17)15
6611

April 15, 1966

The District Engineer
Corps of Engineers, U. S. Army
Bldg. 602, City-County Airport
Walla Walla, Washington

Dear Sir:

Herewith for your information is a copy of Order for State Force Work No. 1 covering establishing of power service for irrigation system on the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County, Contract No. 6671.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HER:ak
cc: A. F. Parson
J. S. Sawyer

RECEIVED
SEP 20 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2069

MONTHLY TRANSACTION NO.
FOR FILING
9-165

PROJECT REPORT NO.
I [illegible] 157
6
6671

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-3-65

STATE: Oregon

COUNTY: Morrow

PROJECT NO.: I-80N-5(17)157

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Airport Road to Irrigon Jct.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-19-65	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 100,394.00	$ 71,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. L. Lahoe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer September 3, 1965

Oregon State Highway Department

Federal Aid
Project No. I-80N-5(17)157

AIRPORT ROAD-IRRIGON JUNCTION SECTION

OF THE COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 20, 1965

Type Code XC05
Roadside Improvement (Sta. 1102+00 through equation 1519+79.97 = 181+28.15 to (Sta. 240+91.97) (Contract No. 6671)

Furnishing and Placing Topsoil	5,100	cu.yd.	2.18	$ 11,161.60
18-inch Culvert Pipe	12	lin.ft.	20.00	240.00
Roadside Seeding	134	acres	118.00	15,812.00
Lawn Construction	5	acres	880.00	4,400.00
Furnishing and Planting Trees	30	only	28.00	840.00
Furnishing and Planting Shrubs	3,610	only	4.85	17,508.50
Grass Seed, Crested Wheatgrass	1,000	lbs.	0.80	800.00
Grass Seed, Hard Fescue	530	lbs.	0.80	424.00
Grass Seed, Big Sherman Bluegrass	530	lbs.	0.80	424.00
Grass Seed, Newport Bluegrass	430	lbs.	1.20	516.00
Grass Seed, Chewings Fescue	430	lbs.	1.20	516.00
Inorganic Fertilizer, 10-16-8	500	cwt.	5.70	2,850.00
Manure Fertilizer	1,600	cu.yd.	3.85	6,160.00
Bark Mulch	110	unit	37.50	4,125.00
1/2-inch Water Pipe	1,530	lin.ft.	0.45	688.50
3/4-inch Water Pipe	1,660	lin.ft.	0.45	747.00
1-inch Water Pipe	3,780	lin.ft.	0.46	1,738.80
1 1/4-inch Water Pipe	2,940	lin.ft.	0.50	1,470.00
1 1/2-inch Water Pipe	2,410	lin.ft.	0.70	1,687.00
2-inch Water Pipe	750	lin.ft.	0.90	675.00
2 1/2-inch Water Pipe	1,010	lin.ft.	1.25	1,262.50
3-inch Water Pipe	1,830	lin.ft.	1.40	2,562.00
1/2-inch Steel Water Pipe	940	lin.ft.	0.83	780.20
3/4-inch Steel Water Pipe	170	lin.ft.	0.90	153.00
3-inch Steel Water Pipe	90	lin.ft.	2.65	238.50
1/2-inch Electrical Conduit	390	lin.ft.	0.83	323.70
1 1/2-inch Electrical Conduit	90	lin.ft.	2.80	252.00
1 1/4-inch Automatic Section Valves	1	only	34.00	34.00
1 1/2-inch Automatic Section Valves	21	only	39.00	819.00
2-inch Automatic Section Valves	19	only	50.00	950.00
1/2-inch Manual Drain Valves	50	only	3.00	150.00
2-inch Vacuum Breaker Valves	2	only	143.00	286.00
Pop-up Rotary Sprinkler Heads	170	only	34.00	5,780.00
Shrubbery Sprinkler Heads	470	only	3.00	1,410.00
9-Section Automatic Controllers	1	only	660.00	660.00
10-Section Automatic Controllers	1	only	660.00	660.00
11-Section Automatic Controllers	2	only	664.00	1,328.00
Moisture Control Regulator	4	only	235.00	940.00
				$91,372.30

Flagging (57½% of Contractor's Cost)	All Required	$ 100.00
Power Service	All Required	250.00
	Subtotal	$ 91,722.30
	10% Engr. and Cont.	9,171.70
	Total	$100,894.00

Length of Project - - - - - - - - - - 0.000 mile

Summary of Funds

Federal	$ 71,100.00
State	6,038.50
U. S. Army Corps of Engineers	*23,755.50
	$100,894.00

*Agreed fixed amount.

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 175, Laws 1917.

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(17)157

AIRPORT ROAD-IRRIGON JUNCTION SECTION

OF THE COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 13, 1965

Type Code Y005
Roadside Improvement (Sta. 1102+00 thru equa. 1519+79.97 - 181+28.15 to Sta. 240+21.97)

Furnishing and Placing Topsoil	5120	cu.yd.	2.00	$10,240.00
18-inch Culvert Pipe	12	lin.ft.	10.00	120.00
Roadside Seeding	134	acre	200.00	26,800.00
Lawn Construction	5	acre	1,500.00	7,500.00
Furnishing & Planting Trees	30	only	12.00	360.00
Furnishing & Planting Shrubs	3610	only	5.00	18,050.00
Grass Seed, Crested Wheatgrass	1000	lb.	0.80	800.00
Grass Seed, Hard Fescue	530	lb.	0.80	424.00
Grass Seed, Big Sherman Bluegrass	530	lb.	0.60	318.00
Grass Seed, Newport Bluegrass	430	lb.	0.90	387.00
Grass Seed, Chewings Fescue	430	lb.	0.50	215.00
Inorganic Fertilizer, 10-16-8	500	CWT	6.00	3,000.00
Manure Fertilizer	1600	cu.yd.	3.00	4,800.00
Bark Mulch	110	unit	35.00	3,850.00
½-inch Water Pipe	1530	lin.ft.	0.40	612.00
3/4-inch Water Pipe	1660	lin.ft.	0.50	830.00
1-inch Water Pipe	3780		0.55	2,079.00
1¼-inch Water Pipe	2940	lin.ft.	0.60	1,764.00
1½-inch Water Pipe	2410	lin.ft.	0.70	1,687.00
2-inch Water Pipe	750	lin.ft.	1.15	862.50
2½-inch Water Pipe	1010	lin.ft.	1.50	1,515.00
3-inch Water Pipe	1830	lin.ft.	2.00	3,660.00
½-inch Steel Water Pipe	940	lin.ft.	0.45	423.00
3/4-inch Steel Water Pipe	170	lin.ft.	0.55	93.50
3-inch Steel Water Pipe	90	lin.ft.	3.00	270.00
½-inch Electrical Conduit	390	lin.ft.	0.60	234.00
1½-inch Electrical Conduit	90	lin.ft.	1.40	126.00
1½-inch Automatic Section Valves	1	only	30.00	30.00
1½-inch Automatic Section Valves	21	only	40.00	840.00
2-inch Automatic Section Valves	19	only	55.00	1,045.00
½-inch Manual Drain Valves	50	only	6.00	300.00
2-inch Vacuum Breaker Valves	2	only	250.00	500.00

Pop-up Rotary Sprinkler Heads	170 only	30.00	5,100.00
Shrubbery Sprinkler Heads	470 only	3.50	1,645.00
9-Section Automatic Controllers	1 only	750.00	750.00
10-Section Automatic Controllers	1 only	750.00	750.00
11-Section Automatic Controllers	2 only	1000.00	2,000.00
Moisture Control Regulator	4 only	115.00	460.00
			$ 104,440.00
Flagging (57½% Contractor's Cost)	All Required	100	100.00
Power Service	All Required		250.00
			350.00
	Subtotal		104,790.00
	10% Engr. & Cont.		10,479.00
		Total	$ 115,269.00

Length of Project - - - - - - - - - - - - - - - - 0.000 mile

SUMMARY OF FUNDS

Federal	$ 84,421.00
State	7,092.50
U.S. Army Corps of Engineers	23,755.50
	$ 115,269.00

RECEIVED
AUG 25 1965

Form CD-121 (11-53) (Prea. by A.O. 206-10)

I-80N-5(17)57

UNITED STATES GOVERNMENT *Memorandum*

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 20, 1965

In reply refer to: 08-35.2-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(17)57
Airport Road - Irrigon Junction Section
Roadside Improvement

As requested in Mr. Young's letter of August 18, 1965 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of August 17, 1965 in the award of Contract No. 6671 to SPRAGUE'S COMMERCIAL LANDSCAPING, INC., of Lynnwood, Washington, low bidder in the amount of $91,372.30 at the August 10, 1965 bid opening.

REFERRED TO
BY ASST. STATE HWY. ENGR.
8-25-65

RECEIVED
AUG 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 19 1965
FOR FILING

August 18, 1965

6671

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of August 12, 1965 is requested in the award of contract for the Airport Road-Irrigon Junction Section, Project No. I-80N-5(17)57.

The contractor receiving the award is Sprague's Commercial Landscaping Inc. of Lynnwood, Washington in the amount of $91,372.30 with the Contract No. 6671 assigned. This bid was received on August 10, 1965 and awarded August 17, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceeding which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:cd

RECEIVED
AUG 18 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
HASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 17, 1965

Spragues' Commercial Landscaping, Inc.
P. O. Box 456
Lynnwood, Washington

Gentlemen:

The State Highway Commission on August 17, 1965, awarded to you State Highway Contract No. 6671 for the following project:

Roadside improvement on the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County.

This award was based on your bid of $91,372.30 which was submitted to the Commission on August 10, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
Mark Astrup

RECEIVED
JUL 29 1965
FORM B-30 DOM 3-65 SP*6470-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1965

SUBJECT: Airport Rd.-Irrigon Jct. Section
Columbia River Highway

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I NG

Reference is made to the Corps of Engineer's letter dated July 15, 1965 concerning payment for erosion control at Boardman Interchange.

You requested information concerning Bureau of Public Roads' participation in work above limit on which the Corps would participate. Although the Bureau of Public Roads would not make a definite commitment, the District Engineer indicated that since they had agreed the work was desirable, they would probably give the matter favorable consideration.

F. D. Morgan
Construction Engineer

DES:fp

cc Donald L. Trout

NOTED
F. B. KLABOE

RECEIVED
JUL 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

U. S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS

BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASH. 99362

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

NPWEN-RL

15 July 1965

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation Highway 80 N, Boardman
Area, John Day Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Center & Capitol Streets
Salem, Oregon 97310

CONSTRUCTION DIVISION
RECEIVED
JUL 23 1965
NOTED ☐ ☐ ☐ ☐ ☐
ACE ASE ASE COE

Dear Mr. Cooper:

Reference is made to your letter of 8 July 1965 concerning the Government contribution to the additional work your Department will contract for landscaping at the Boardman Interchange. The drawings concerning this work were approved by me on 9 July 1965, and returned to Mr. Donald Trout.

As the payment by the Government for this work cannot be handled by the standard method established in Contract No. DA-45-164-CIVENG-61-103, I propose that you present your billing in the agreed-upon amount of $23,755.50 for "Erosion Control at Boardman Interchange". This office will accept a bill for payment at any time after 50 percent of the work on your proposed contract is completed by your contractor.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

REFERRED TO
Morgan
BY ASST. STATE HWY. ENGR.

Will the BOR participate on 90-10 basis on additional work over $23,755.50?

7-22-65

RECEIVED
JUL 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 19, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(17)157
Airport Rd.-Irrigon Jct. Sec.
Roadside Improvement

P.S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired for occupancy and contractor's use, and further that control of access rights has been acquired, with the possible exception of those involved with utilities previously adjusted, as indicated in Mr. Moehring's and Mr. Litchfield's July 6 and July 14, 1965 reports. Certification concerning utility access rights should be furnished prior to our concurrence in award. If exceptions are listed, the project will not be accepted as complete until such time when full control of access is obtained.

The supporting data for the irrigation system requested by our program approval memorandum dated July 12 as furnished by Mr. Klaboe's July 19, 1965 letter is acceptable.

Mr. Young's July 15, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

REFERRED TO
Young - w/send.
BY ASST. STATE HWY. ENGR.
7-23-65

RECEIVED
JUL 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

copies to Moehring Litchfield

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 21 1965
FOR FILING

July 19, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Boardman Interchange
Roadside Improvement
I-80N, Oregon

Dear Sir:

Your letter of July 12 requested justification for the installation of a sprinkler system on the subject project. The primary reason is that no planting can be successful in this locale without irrigation. The weather bureau does not maintain records at Boardman. The closest comparable location is Umatilla where the average rainfall over a 74-year period is 8.06 inches.

The old town of Boardman will be inundated by waters of the John Day Dam. The highway relocation also eliminates the tree planting made by the State several years ago. Our experience with this planting emphasized that water is necessary to sustain plant growth.

The planting and development at this interchange is minimal and will be a pleasing contrast to the surrounding countryside and is consistent with both State and National concepts of highway beautification. Success thereof is dependent on the installation of an irrigation system. As long as water is available, there is no logical reason why dry land communities should be denied the amenities of a pleasing highway appearance enjoyed more frequently by their neighbors in more friendly climates. Developments of this nature will be the exception, not the rule.

We trust you will agree with our justification.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young
Mr. Mark Astrup
Mr. A. F. Parson

MHA:de srb

Mo. Trans. No. 7, 7-4

477 Cottage Street NE.
Salem, Oregon 97301

July 12, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

08-35.3-EC/710.11

A. W. Parsons, Division Engineer
Salem, Oregon

By: Original signed by
T. Doe
Eng. Coordinator
T. Doe,
Engineering Coordinator

Oregon Federal-aid Interstate Program

Mr. Young's June 28, 1965 letter submitted three items for inclusion in the subject program. The below shown Stage 2 projects are approved effective this date:

Item	Project	Location	Work
411	I-5-3(69)130	Sutherlin Jct.-Winchester	Roadside Improvement
412	I-80N-5(17)157	Boardman Section	Roadside Improvement

Item 413 is pending further review in this office.

The approval for Item 412 is with the understanding that complete justification for the irrigation system at the Boardman Interchange be submitted and approved by this office.

This approval provides for an aggregate total of 16.73 miles for a total estimated cost of $201,000 of which $163,400 is reserved as Federal-aid Interstate funds.

RECEIVED
JUL 13 1965
OFFICE ENG'NEERING
DIVISION

U.S. ARMY ENGINEER DISTRICT, [illegible]
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

28 June 1965

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam Project -
Seeding and Mulching at Boardman
Interchange

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Receipt is acknowledged of your letter dated 13 May 1965 wherein you requested my concurrence or comments concerning Government participation in a proposed roadside improvement contract.

In your letter of 26 March 1965, you requested approval to eliminate the topsoil, seeding, and mulching of the median area and the interchange islands in the Boardman Interchange area from the present contract and include these items in a subsequent contract. Had these items not been deleted from the existing contract at your request, the Government's obligation in that area would have been fulfilled. The Interstate Highway Standards in effect at the time of approval of our Agreement Contract No. DA-45-164-CIVENG-61-103 did not require a sprinkling system for irrigation in such areas, and consequently, it was not considered necessary. If you now elect to install such a system, it must be considered a betterment and, as previously stated in my letter of 15 April 1965, I am unable to obligate the Government for an amount in excess of $23,775.50, which represents the cost of the previously deleted topsoil, seeding, and mulching in the area in question.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

Craig Morgan please see 7-7-65

RECEIVED
JUL 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 14 1965
FOR FILING

May 13, 1965

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Re: Contract No. DA-45-164-CIVENG-61-103, Relocation of Oregon Highway Facilities, Seeding and Mulching at Boardman Interchange John Day Lock and Dam

Dear Sir:

Reference is made to your letter of April 15 on this project.

Your concurrence to the modification of the State contract from Airport Road to Irrigon Junction is acknowledged.

You state, however, that your participation in the future roadside improvement contract will be limited to the amount of $23,755.50, which was deleted from the present contract. Since this interchange is entirely in your area of obligation, it is felt that all costs necessary to complete this interchange, including all roadside improvement work, should be charged to the Corps of Engineers.

Due to the dry climate in this area, it will be necessary to provide a sprinkling system for irrigation. Plans are being drawn at this time for a roadside improvement contract, to be let later this year, for this interchange. The estimated total cost will be approximately $110,000.

Your concurrence or comments for approval for participation in this proposed contract is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
Mark Astrup
A. F. Parson
A. W. Parsons

DLT:fp mrb

RECEIVED
MAY-4 - 1965

FOR FILING

NPWCO-CA

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

15 April 1965

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
Seeding and Mulching at Boardman
Interchange, John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Receipt is acknowledged of your letter dated 26 March 1965 wherein you requested my approval to modify the State contract for construction in the Airport Road - Irrigon Junction Section. Specifically, it was requested to eliminate the topsoil, seeding, and mulching of the median area and the interchange islands in the Boardman Interchange area from the present contract and include these items in a subsequent roadside improvement contract.

I hereby concur in your proposal to delete this work from the current contract. This will reduce the Government obligation under your Contract No. 6388 by $23,755.50 to $593,701.70. Government participation in the amount of $23,755.50 in the future roadside improvement contract will be limited to topsoiling, seeding, and mulching within the Corps of Engineers' area of obligation.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

Morgan to advise AE that we dont agree to AE participation limited to ant. & eliminates item. Item should be reimbursed at revised amount (3)

sig is yours
copy to Morgan
4-23-65

RECEIVED
APR 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Yours - Morgan
Please file
BW 4-30

RECEIVED
MAR 26 1965
FOR FILING

March 26, 1965

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Re: Airport Road-Irrigon Junction
Columbia River Highway
Boardman Interchange
Seeding and Mulching

Dear Sir:

The plans and specifications on the subject project call for topsoiling, seeding and mulching of the median area and the interchange islands. All of this work is within the limits of the Corps of Engineers' obligation.

The topsoil that is available is a light sandy loam and would be subject to wind erosion unless extraordinary steps are taken to retain it in place. Due to the low rainfall in this area, normal seeding and mulching procedures would probably not give satisfactory germination and growth of grass this spring.

Some wind erosion has already occurred in the interchange area and to properly retain the lighter material, a minimum of gravel or crushed aggregate should be spread over these surfaces. This would not interfere with future improvement of the interchange.

It is planned that a roadside improvement project will be let this fall for the Boardman area. It is felt that it would be advantageous to the State and the Corps of Engineers to eliminate topsoil, seeding and mulching from the present contract and include these items in the subsequent roadside improvement contract.

The following is a list of the items that would be revised under Corps of Engineers' obligation:

Items to be deducted	Unit	Quantity Deducted	Unit Price	Amount
10. Furnishing and Placing Topsoil	Cu. Yd.	17,200	$ 1.50	$25,800.00
12. Seeding	Acre	10	100.00	1,000.00
13. Mulching	Acre	10	200.00	2,000.00
16. Grass Seed, Newport Bluegrass	Lb.	800	.60	480.00
17. Grass Seed, Chewings Fescue	Lb.	800	.60	480.00
18. Inorganic Fertilizer, 10-16-18	Cwt.	41	5.50	225.50
				$29,985.50

Items to be added:

11. Gravel Blanket	Cu. Yd.	6,230	$ 1.00	$ 6,230.00

Total saving on this contract to the Corps of Engineers $23,755.50

We request your approval in this modification to this contract and the saving to you as shown above could be credited to your participation in the future roadside improvement contract for this area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd F. Shaw
Assistant State Highway Engineer

cc A. W. Parsons
Bureau of Public Roads
Forrest Cooper
R. L. Porter
F. D. Morgan
A. F. Parson
J. S. Sawyer

DEK:fp: ajw

ER-138(1) Grass Valley Canyon-John Day 1965
R. Sec., Wasco Heppner Hwy.
#6672 (Grad, stone base & rock prod)

STATE COPY

Monthly transaction number	FORM PR-2A (8-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
7-66		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County
8 #1-172	7-11-66	Gilliam, Sherman, Morrow
		Project number
		ER-138(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 21, 19 65, is hereby modified as follows:

Revised estimated total cost of project $ 357,183

Revised Federal funds $ 226,632.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of July, 19 66.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lahren

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

USCOMM-DC 81120-P63

Oregon State Highway Department

Federal-Aid
Project No. ER-138(1)

WASCO-HEPPNER SECTION OF THE WASCO-HEPPNER

HIGHWAY IN GILLIAM, SHERMAN AND MORROW COUNTIES

(Estimate as a basis for modification of project agreement. Based on low bid prices, estimated cost of temporary and permanent repair by State Forces and negotiated equipment rental.)

Salem, Oregon, April 26, 1966

Type Code P.E.			
Preliminary Engineering	All Required		$ 5,000.00
Type Code 2010			
Grass Valley Canyon-John Day River (MP 5.47 to MP 14.93)(Contract No. 6672)			
Moving Costs	All Required		$ 15,000.00
Blade Grader	260 hour	$ 16.00	4,160.00
Tractor, Crawler, 185 H.P. w/Dozer and Ripper	400 hour	27.00	10,800.00
Tractor, Crawler, 185 H.P. w/Dozer	570 hour	25.00	14,250.00
Power Shovel, 2½ C.Y.	480 hour	34.00	16,320.00
Crane, Truck-mounted	70 hour	30.00	2,100.00
Truck, Dump, 10 C.Y.	1,300 hour	15.00	19,500.00
Truck, Dump, 20 C.Y.	740 hour	20.00	14,800.00
Truck, Flatbed, 1½ Ton	130 hour	10.00	1,300.00
Truck, Pickup, 3/4 Ton, Without Operator	550 hour	2.00	1,100.00
Truck, Sprinkling	165 hour	15.00	2,475.00
Pump, Portable, 2-inch	165 hour	5.00	825.00
Loader, 4 C.Y.	290 hour	25.00	7,250.00
Loader, 3/8 C.Y.	88 hour	15.00	1,320.00
Roller, Grid, With Power	130 hour	26.00	3,380.00
Roller, Rubber-tired, Self-propelled, Minimum 9 Ton	80 hour	15.00	1,200.00
Jackhammer, With Compressor	40 hour	15.00	600.00
Drill, Air Track, With Compressor	240 hour	30.00	7,200.00
Explosives	34,800 lb.	0.55	19,140.00
Foreman	550 hour	7.00	3,850.00
Laborers	2,000 hour	5.00	10,000.00
Furnish Stone Base in Stockpile	6,200 cu.yd.	1.75	10,850.00
Furnish 3/4"- 0 Base Material in Stockpile	1,600 cu.yd.	1.75	2,800.00
Furnish Oiling Aggregates in Stockpile	690 cu.yd.	3.00	2,070.00

Furnish 24-inch Culvert Pipe	55 lin.ft.	$ 4.00	$ 220.00
Furnish 36-inch Culvert Pipe	16 lin.ft.	7.90	126.40
Furnish 72-inch Culvert Pipe	96 lin.ft.	35.00	3,360.00
Furnish 84-inch Culvert Pipe	130 lin.ft.	44.00	5,720.00
Guard Rail	4,000 lin.ft.	2.70	10,800.00
Guard Rail - Salvaged Guard Rail	540 lin.ft.	1.00	540.00
Type 1 Fence	230 rod	7.00	1,610.00
			$ 194,666.40
Signing (Permanent)	All Required		$ 150.00
Oiling (State Forces)	All Required		6,500.00
			$ 6,650.00
Utility			
Work by Wasco Electric Cooperative, Inc. (Lump Sum)	All Required		$ 600.00
			$ 201,916.40
		Engr. & Cont.	20,191.60
			$ 222,108.00

Type Code 6201
Flood Repair (MP 0.00 to MP 15.09-15.16 to MP 84.12)

Temporary			
Negotiated Equipment, Labor & Materials	All Required		$ 73,786.35
State Force Equipment, Labor & Materials	All Required		42,021.98
			$ 115,808.33
Permanent			
Approved State Force Order #1	All Required		$ 12,970.00
			$ 128,778.33
		Engr. & Cont.	1,296.67
			$ 130,075.00
		Total	$ 357,183.00

Length of Project - - - - - - - - - - 84.05 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 3,172.00	$ 1,828.00
Grass Valley—John Day River	222,108.00	140,928.00	81,180.00
Temporary & Permanent Repair not Covered by Contract	130,075.00	82,532.00	47,543.00
Total	$ 357,183.00	$ 226,632.00	$ 130,551.00

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
State Funds for Maint.: Chapter 529, Laws 1939.

Prefixes

111-4463	125-4465	128-1047
111-4563	125-4565	128-4461
111-4763		128-4561

Project ran across division and county lines leaving discrepancies in Phase 1 reports; therefore, costs used in Temporary portion of this estimate taken from cost books. Equipment rental form, E 376, for a ½-ton pickup rented from Cody Logging Company at AGC rate is not included with other equipment rental forms.

Right of Way portion of original program has been omitted from this estimate.

Wasco-Heppner Section

State Work

3/4"-1/2"	Material in Stockpile	1,000 cu.yd.	$ 3.00	$ 3,000.00
1/2"-1/4"	Material in Stockpile	1,000 cu.yd.	3.00	3,000.00
1/4"-10	Material in Stockpile	1,500 cu.yd.	3.00	4,500.00
1/4"-0	Material in Stockpile	500 cu.yd.	3.00	1,500.00
3/8"-0	Material in Stockpile	500 cu.yd.	3.00	1,500.00
				$ 13,500.00

Grass Valley Canyon-John Day River Section

Project No. ER-138(1)

Utility
Work by Wasco Electric Cooperative, Inc.

Materials	$ 85.00
Labor	355.00
Engineering and Overhead	200.00
Salvage	(40.00) Cr.
Lump Sum Agreement	$ 600.00

Oregon State Highway Department

Federal-Aid
Project No. FR-138(1)

WASCO-HEPPNER SECTION OF THE WASCO-HEPPNER

HIGHWAY IN GILLIAM, SHERMAN AND MORROW COUNTIES

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon,
August 2, 1965

Type Code N. E.

Preliminary Engineering	All Required		$ 5,000.00

Type Code 2010
Grass Valley Canyon-John Day River (Sta. 296+10 to Sta. 298+80)

Moving Costs	All Required		$ 15,000.00
Blade Grader	260 hour	18.00	4,680.00
Tractor, Crawler, 185 H.P. W/Dozer and Ripper	400 hour	30.00	12,000.00
Tractor, Crawler, 185 H. P. W/Dozer	570 hour	25.00	14,250.00
Power Shovel, 2½ c.y.	480 hour	36.00	17,280.00
Crane Truck Mounted	70 hour	30.00	2,100.00
Truck, Dump, 10 c.y.	1,300 hour	14.00	18,200.00
Truck, Dump, 20 c.y.	740 hour	25.00	18,500.00
Truck Flatbed, 1½ ton	130 hour	10.00	1,300.00
Truck, Pickup, 3/4 ton, without operator	550 hour	2.50	1,375.00
Truck, Sprinkling	165 hour	15.00	2,475.00
Pump, Portable, 2-inch	165 hour	5.00	825.00
Loader, 4 c.y.	290 hour	25.00	7,250.00
Loader, 3/8 c.y.	88 hour	16.00	1,408.00
Roller, Grid, with Power	130 hour	30.00	3,900.00
Roller, Rubber Tired, Self-Propelled Minimum 9 ton	80 hour	15.00	1,200.00
Jack Hammer, with Compressor	40 hour	20.00	800.00
Drill, Air Track, with Compressor	240 hour	27.50	6,600.00
Explosives	34,800 lbs.	0.65	22,620.00
Foreman	550 hours	8.00	4,400.00
Laborers	2,000 hours	5.50	11,000.00
Furnish Stone Base in Stockpile	6,200 cu.yd.	3.00	18,600.00
Furnish 3/4" - 0 Base Material in Stockpile	1,600 cu.yd.	3.10	4,960.00
Furnish Oiling Aggregates in Stockpile	690 cu.yd.	3.30	2,277.00
Furnish 24-inch Culvert Pipe	55 l.ft.	5.00	275.00

Furnish 36-inch Culvert Pipe	16 l.ft.	9.00	$ 144.00
Furnish 72-inch Culvert Pipe	96 l.ft.	25.00	2,400.00
Furnish 84-inch Culvert Pipe	130 l.ft.	35.00	4,550.00
Guard Rail	4,000 l.ft.	2.75	11,000.00
Guard Rail-Salvaged Guard Rail	540 l.ft.	1.50	810.00
Type 1 Fence	230 rod	7.00	1,610.00
			$213,789.00
Signing (Permanent)	All Required		$ 150.00
Oiling (State Forces)	All Required		6,500.00
			$ 6,650.00

Utility

Work by Pacific Power and Light	All Required	$ 1,000.00
	Subtotal	$221,439.00
	10% Engr. & Cont.	22,143.00
	Total	$243,582.00

Length of Contract - - - - - - - - - - 9.46 miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 3,172.00	$ 1,828.00
Grass Valley-John Day River	243,582.00	154,554.00	89,028.00
Subtotal	$248,582.00	$157,726.00	$ 90,856.00
Work retained in authorized Fund Status is the remainder of work not covered by this contract and Right of Way	$315,618.00	$200,259.00	$ 115,359.00
	$564,200.00	$357,985.00	$ 206,215.00

[illegible] SECTION

STATE WORK

3/4" - ½"	Material in Stockpile	1,000 cu.yd.	3.30	$ 3,300.00
½" - ¼"	Material in Stockpile	1,000 cu.yd.	3.30	3,300.00
¼" - 10	Material in Stockpile	1,500 cu.yd.	3.50	5,250.00
10 - 0	Material in Stockpile	500 cu.yd.	3.30	1,650.00
3/8" - 0	Material in Stockpile	500 cu.yd.	3.30	1,650.00
				$ 15,150.00

Oregon State Highway Department

Federal Aid
Project No. ER-138(1)

WASCO-HEPPNER SECTION OF THE WASCO-HEPPNER HIGHWAY IN

GILLIAM, SHERMAN AND MORROW COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 9, 1965

Type Code P.E.

Preliminary Engineering	All Req.		$ 5,000.00

Type Code 2010
Grass Valley Canyon-John Day River (Sta. 286+10 to Sta. 298+80)

Moving Costs	All Req.		$ 15,000.00
Blade Grader	260 hrs.	$ 18.00	4,680.00
Tractor, Crawler, 185 HP w/Dozer and Ripper	400 hrs.	30.00	12,000.00
Tractor, Crawler, 185 HP w/Dozer and Ripper	570 hrs.	25.00	14,250.00
Power Shovel, 2½ cu.yd.	480 hrs.	36.00	17,280.00
Crane, Truck-Mounted	70 hrs.	30.00	2,100.00
Truck, Dump, 10 cu.yd.	1,300 hrs.	14.00	18,200.00
Truck, Dump, 20 cu.yd.	740 hrs.	25.00	18,500.00
Truck, Flatbed, 1½ ton	130 hrs.	10.00	1,300.00
Truck, Pickup, 3/4 ton, without Operator	550 hrs.	2.50	1,375.00
Truck, Sprinkling	165 hrs.	15.00	2,475.00
Pump, Portable, 2-inch	165 hrs.	5.00	825.00
Loader, 4 cu.yd.	290 hrs.	25.00	7,250.00
Loader, 3/8 cu.yd.	88 hrs.	16.00	1,408.00
Roller, Grid, with Power	130 hrs.	30.00	3,900.00
Roller, Rubber-tired, Self-propelled, Minimum 9-ton	80 hrs.	15.00	1,200.00
Jackhammer, with Compressor	40 hrs.	20.00	800.00
Drill, Air Track, with Compressor	240 hrs.	27.50	6,600.00
Explosives	34,800 ~~hrs.~~ lbs.	0.65	22,620.00
Foreman	550 hrs.	8.00	4,400.00
Laborers	2,000 hrs.	5.50	11,000.00
Furnish Stone Base in Stockpile	6,200 ~~hrs.~~ C.Y.	3.00	18,600.00
Furnish 3/4"-0 Base Material in Stockpile	1,600 ~~hrs.~~ C.Y.	3.10	4,960.00
Furnish Oiling Aggregates in Stockpile	690 ~~hrs.~~ C.Y.	3.30	2,277.00
Furnish 24-inch Culvert Pipe	55 ~~hrs.~~ Lin.Ft.	5.00	275.00
Furnish 36-inch Culvert Pipe	16 ~~hrs.~~ " "	9.00	144.00

Furnish 72-inch Culvert Pipe	96 hrs. Lin.Ft.	$ 25.00	$ 2,400.00
Furnish 84-inch Culvert Pipe	130 hrs. "	35.00	4,550.00
Guard Rail	4,000 hrs. "	2.75	11,000.00
Guard Rail-Salvaged Guard Rail	540 hrs. "	1.50	810.00
Type I Fence	230 hrs. Rod	7.00	1,610.00
Furnishing Field Laboratory Bldg.	All Req.		500.00
	Subtotal		$214,289.00
Signing (Permanent)	All Req.		$ 150.00
Oiling (State Forces)	All Req.		6,500.00
			$ 6,650.00
Utility			
Work by Pacific Power & Light	All Req.		$ 1,000.00
	Subtotal		$221,939.00
	10% Engr. & Cont.		22,193.00
	Total		$244,132.00

Length of Contract - - - - - - - - - - - - -9.46 miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 3,172.00	$ 1,828.00
Grass Valley-John Day River	244,132.00	154,903.00	89,229.00
Subtotal	$249,132.00	$158,075.00	$ 91,057.00
Work Retained in Authorized Fund Status is the Remainder of Work not Covered by this Contract and Right of Way	$315,068.00	$199,911.00	$115,157.00
Total	$564,200.00	$357,986.00	$206,214.00

WASCO-HEPPNER SECTION

STATE WORK

3/4" - 1/2" Material in Stockpile	1,000 cu.yd.	$3.30	$ 3,300.00
1/2" - 1/4" Material in Stockpile	1,000 cu.yd.	3.30	3,300.00
1/4" - 10 Material in Stockpile	1,500 cu.yd.	3.50	5,250.00
1/4" - 0 Material in Stockpile	500 cu.yd.	3.30	1,650.00
3/8" - 0 Material in Stockpile	500 cu.yd.	3.30	1,650.00
			$15,150.00

RECEIVED

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

FOR FILES

PROJECT REPORT NO.

FR-138(1)

5

6692

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

10-21-65

STATE: Oregon

COUNTY: Gilliam, Sherman & Morrow

PROJECT NO.: FR-138(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Wasco-Heppner Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	4-14-65	44.79
RIGHTS-OF-WAY		
CONSTRUCTION	6-28-65	44.79
*OTHER *(Specify)*		

FUNDS

Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 241,375.	$ 153,152.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. V. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer OCT 21 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 6905-P64

Oregon State Highway Department

Federal-Aid
Project No. ER-138(1)

WASCO-HEPPNER SECTION OF THE WASCO-HEPPNER HIGHWAY

IN GILLIAM, SHERMAN AND MORROW COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 12, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 5,000.00

Type Code 2010
Grass Valley Canyon-John Day River (MP 5.47 to MP 14.93) (Contract No. 6672)

Moving Costs	All Required		$ 15,000.00
Blade Grader	260 hour	$ 16.00	4,160.00
Tractor, Crawler, 185 H.P. w/Dozer and Ripper	400 hour	27.00	10,800.00
Tractor, Crawler, 185 H.P. w/Dozer	570 hour	25.00	14,250.00
Power Shovel, 2-1/2 C.Y.	480 hour	34.00	16,320.00
Crane, Truck-Mounted	70 hour	30.00	2,100.00
Truck, Dump, 10 C.Y.	1,300 hour	15.00	19,500.00
Truck, Dump, 20 C.Y.	740 hour	20.00	14,800.00
Truck, Flatbed, 1-1/2 Ton	130 hour	10.00	1,300.00
Truck, Pickup, 3/4 Ton, without Operator	550 hour	2.00	1,100.00
Truck, Sprinkling	165 hour	15.00	2,475.00
Pump, Portable, 2 Inch	165 hour	5.00	825.00
Loader, 4 C.Y.	290 hour	25.00	7,250.00
Loader, 3/8 C.Y.	88 hour	15.00	1,320.00
Roller, Grid, with Power	130 hour	26.00	3,380.00
Roller, Rubber-Tired, Self-Propelled, Minimum 9 Ton	80 hour	15.00	1,200.00
Jackhammer with Compressor	40 hour	15.00	600.00
Drill, Air Track, with Compressor	240 hour	30.00	7,200.00
Explosives	34,800 lb.	0.55	19,140.00
Foreman	550 hour	7.00	3,850.00
Laborers	2,000 hour	5.00	10,000.00
Furnish Stone Base in Stockpile	6,200 cu.yd.	1.75	10,850.00
Furnish 3/4" - 0 Base Material in Stockpile	1,600 cu.yd.	1.75	2,800.00
Furnish Oiling Aggregates in Stockpile	690 cu.yd.	3.00	2,070.00
Furnish 24-inch Culvert Pipe	55 lin.ft.	4.00	220.00
Furnish 36-inch Culvert Pipe	16 lin.ft.	7.90	126.40
Furnish 72-inch Culvert Pipe	96 lin.ft.	35.00	3,360.00
Furnish 84-inch Culvert Pipe	130 lin.ft.	44.00	5,720.00
Guard Rail	4,000 lin.ft.	2.70	10,800.00
Guard Rail-Salvaged Guard Rail	540 lin.ft.	1.00	540.00
Type 1 Fence	230 rod	7.00	1,610.00
			$194,666.40

Signing (Permanent)	All Required	$ 150.00
Oiling (State forces)	All Required	6,500.00
		$ 6,650.00

Utility

Work by Wasco Electric Cooperative, Inc. (Lump Sum)	All Required	$ 600.00
	Subtotal	$201,916.40
	10% Engr. & Cont.	20,191.60
	Total	$222,108.00

Length of Contract - - - 9.46 Miles (Intermittent)

Type Code 6201
Approved State Force Orders (MP 15.55 to MP 50.88)

SFO #1 Place A.C. Patching	All Required	$ 12,970.00
	Subtotal	$ 12,970.00
	10% Engr. & Cont.	1,297.00
	Total	$ 14,267.00

Length of Order- - - - - 35.330 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 3,172.00	$ 1,828.00
Grass Valley-John Day River	222,108.00	140,928.00	81,180.00
Approved S.F.O.	14,267.00	9,052.00	5,215.00
Subtotal	$241,375.00	$153,152.00	$ 88,223.00
Retained in Authorized Fund Status			
Temporary & Permanent Work and Right of Way	$122,825.00	$ 77,932.00	$ 44,893.00
Total	$364,200.00	$231,084.00	$133,116.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 128-1047
111-4763

WASCO-HEPPNER SECTION

STATE WORK

3/4" - 1/2"	Material in Stockpile	1,000 cu.yds.	$3.00	$ 3,000.00
1/2" - 1/4"	Material in Stockpile	1,000 cu.yds.	3.00	3,000.00
1/4" - #10	Material in Stockpile	1,500 cu.yds.	3.00	4,500.00
1/4" - 0	Material in Stockpile	500 cu.yds.	3.00	1,500.00
3/8" - 0	Material in Stockpile	500 cu.yds.	3.00	1,500.00
				$13,500.00

GRASS VALLEY CANYON-JOHN DAY RIVER SECTION

PROJECT NO. ER-138(1)

Utility
Work by Wasco Electric Cooperative, Inc.

Materials	$ 85.00
Labor	355.00
Engineering and Overhead	200.00
Salvage	(40.00) Cr.
Lump Sum Agreement	$600.00

RECEIVED
JUL 1 1966
FOR FILING

Form CO-12) UNITED STATES GOVERNMENT
(11-63)
(Prea. by
A.O. 206-10)

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. ~~Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

DATE: June 28, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-138(1)
Wasco-Heppner Section
Wasco-Heppner Highways
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated restoration work made necessary by flood damage on the subject project. State Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's April 26, 1966 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 84.05 (intermittent) miles of roadway and/or bridges at a total estimated negotiated contract amount of $73,786.00 and State Force Account work amount of $42,022.00. Estimated emergency fund participation is to be at the regular pro-rata share or $73,480.00.

A finding regarding non-incidental permanent repairs on the project by State Forces was previously transmitted on May 26, 1965. We concurred in the contract award for Grass Valley Canyon-John Day River Section on August 17, 1965.

REFERRED TO
[illegible] Ulrich
By Asst. State Hwy. Engr.
6-30-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 10 1966
FOR FILING
EE-138(1)
6672

February 10, 1966

The Fidelity and Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

Contract No. 6672 awarded to Rogers Construction, Inc., for grading and stone base on the Grass Valley Canyon-John Day River Section of the Wasco-Heppner Highway in Sherman County was completed on December 11, 1965, and accepted by the Highway Commission on February 8, 1966.

Final payment in the amount of $6,303.23 will be released to the contractor after February 17, 1966. The total contract amount is $210,294.20 including $186.63 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Rogers Construction, Inc.
11760 N.E. Glisan Street
Portland, Oregon

McGovern-Carroll Company
Peyton Building
Spokane, Washington
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
FEB 9 - 1966
FOR FILING
ER-12-(1)
6612

February 8, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed December 11, 1965, on Contract No. 6672. The contract was with Rogers Construction, Inc. and was for grading and stone base on the Grass Valley Canyon-John Day River Section of the Wasco-Sherman Highway in Sherman County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 8, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
JAN 18 1966
FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

ER-138(1)
6672

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 13, 1966

In reply refer to: 08-35.DA-1

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-138(1)
Grass Valley Canyon-John Day River Section
Wasco-Heppner Highway
State Force Order No. 3

Mr. Young's letter of December 23, 1965 furnished copies of subject State Force order covering purchase and installation of guide posts on subject ER project. This letter confirms our December 20, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State Force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of $250 with Federal participation of $150.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Attachment

REFERRED TO
w/ encls.
By Asst. State Hwy. Engr.
1-18-66

RECEIVED
JAN 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—636

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Grass Valley Canyon-John Day River Date December 9, 1965

Highway Wasco-Heppner Contract No. 6672 F. A. Project No. ER-138(1)

County Sherman Prefix 128-1047 Account No. 263-03

Description of Work To Be Done: J.A.H.

Purchase and install standard W-1 guide posts

Location by Station Numbers:

MP 5.47 to MP 14.93

Estimate of Quantities and Costs:

50 Guide Posts @ $5.00 per post $250.00

Explanation:

There was no provision in the contract to cover the installation of guide posts on the project.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 232,293.45	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $ 250.00 for work under this order	$ 232,293.45	
Expected under-run / over-run (amount)	$ -	
Expected under-run / over-run (per cent)	-	

Submitted by: /s/ J. S. Sawyer, Resident Engineer

Approval Recommended: /s/ John A. Bond, for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, State Highway Engineer, Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: Grass Valley Canyon-John Day River	SECTION: Grass Valley Canyon-John Day River	WEEK ENDING: January 7, 1966
		SECTION PREFIX: 128-1047
	HIGHWAY: Wasco-Heppner	COUNTY: Sherman
CONTRACTOR: Rogers Construction, Inc.	KIND OF WORK: Grading and Stone Base	
DATE OF CONTRACT: August 17, 1965	CONTRACT NUMBER: 6672	FEDERAL AID PROJECT NUMBER: BR-138(1)
	DATE WORK STARTED: September 9, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $232,293.45	SPECIFIED COMPLETION DATE: November 30, 1965	PERCENT OF TIME ELAPSED: 109.3
EXCLUSIVE OF ENGINEERING: $215,028.14	ENGINEERING AUTHORIZATION: $17,265.31	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $204,539.70	ENGINEERING COST TO DATE: $11,764.03	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.9 %	PERCENT OF AUTHORIZATION: 68.1 %	DATE PROJECT WAS COMPLETED: December 11, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100		100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	9.46	9.46			
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	65,000	8490 cy	4500 cy		
TOTAL QUANTITIES CORRECTED TO DATE	75,000	6687 cy	4902 cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	75,000	6687 cy	4902 cy		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Snow			
MONDAY	Snow & Rain			
TUESDAY	Cloudy			
WEDNESDAY	Rain			
THURSDAY	Cloudy			
FRIDAY	Cloudy			
SATURDAY				

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate was submitted Monday. This will be the final weekly report on this project.

Mr. Grafe of the BPR inspected the project Monday and accepted the work. Over the project Monday and Thursday.

SIGNED J. Baugy LOCATION The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JAN 20 1966
FORM E-123X 50M 7-65
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-138(1)

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 7, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 11, 1965, on Contract No. 6672, Grass Valley Canyon-John Day River Section, in Sherman County, in connection with Federal-Aid Project No. ER-138(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: January 3, 1966

Conditions noted on above date:

None

A. W. Parsons
Division Engineer

By: G. R. Brooks
District Engineer

copy to young
1-20-66

RECEIVED
DEC 13 1965
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

EP-138(1)

6672

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Attached are copies of the consolidated progress voucher for Emergency Relief Funds for Costs incurred by the State of Oregon Highway Department for the period May 6, 1965 to November 30, 1965. The costs were incurred under Federal Aid Project No. 138(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Maincm
Controller

CHMiss

Attachment

cc: R. L. Porter
L. H. Young
General Files

(MEMORANDUM) Voucher No. 2 - Progress

FORM PR 20a (REV)
Form Approved by
Comptroller General, U.S.,
February 11, 1955

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PUBLIC VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED (PPM 30-6)

VOUCHER NO.

BUREAU VOUCHER NO.

BUREAU SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capital Building, Salem, Oregon

STATE
Oregon

FEDERAL AID PROJECT NO.
[redacted] 136(1) S.P.O. No. 1

PROGRAM APPROVED
May 6, 1965

CONTRACT NO.

VOUCHER PERIOD: FROM May 6, 1965 TO November 30, 1965

FOR PRO-RATA SHARE OF THE UNITED STATES FOR LABOR AND MATERIALS ACTUALLY PUT INTO THE WORK COMPRISING THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
		63.45	$67,515.00	$65,850.96	$1,664.04	
		63.45	$67,515.00	$65,850.96	$1,664.04	

PROGRESS - FINAL	Date	By
Field audit made		
Received Division Office . . .		
Forwarded by Division Office.		
Received Region Office		
Forwarded by Region Office .		
Received W. O.		
Final forwarded to construction		
Fiscal review performed		
Passed for Payment		

REASONS HELD:

C. H. Haines
Controller

USCOMM DC 48078 P61

STATEMENT OF LABOR AND MATERIALS

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Total Participating Costs:					
	Prefix: 111-4763 D				$ 2,621.02	
	Pro-rata percentage				63.45	
	Sub-total pro-rata from U. S.				$ 1,664.94	
	Contract Billing:				65,850.94	
	Prefix: 120-1047					
	Total pro-rata from U. S.				$67,515.88	

AMOUNT CARRIED FORWARD

FORM PR-20A

USCOMM DC 49079 P61

OCT 22 1965

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-138(1)

ILLARDE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
~~Salem, Oregon~~

DATE: October 19, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-138(1)
Grass Valley Canyon-John Day River Section
Wasco-Heppner Highway
State Force Order No. 4

Mr. Young's letter of October 1, 1965 furnished copies of subject State Force Order covering placement of oil mat surfacing and other patching work as the need arises on subject ER project. This letter confirms our September 24, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter, and in the estimated amount of $6,500 with Federal participation of $3,900.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

REFERRED TO
Young w/encl.
BY ASST. STATE HWY. ENGR
10-21-65

RECEIVED
OCT 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—SM

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required
Date SEP 24 1965
By /s/ L. H. Young
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name Grass Valley Canyon-John Day River Date Sept. 22, 1965

Highway Wasco-Heppner Contract No. 6672 F. A. Project No. ER-138(1)

County Sherman Prefix 128-1047 Account No. 249-04

Description of Work To Be Done:

To establish a fund to place oil mat surfacing and other miscellaneous patching work as the need arises.

Location by Station Numbers:

Sta. 286+10 (MP 5.47) to Sta. 298+80 (MP 14.93)

Estimate of Quantities and Costs:

Oiling	All Required	Lump Sum	$ 6,500.00

Explanation:

Roadway surface is starting to break up in several spots. The amount of $6500.00 was included in the project authorization for this work. Work has not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$232,293.45
Present estimate of project cost, including $6500.00 for work under this order	$232,293.45
Expected under-run / over-run (amount)	$ -
Expected under-run / over-run (per cent)	-

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. S. Sawyer, Resident Engineer

Approval Recommended: /s/ John A. Bond, For Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
SEP 29 1965
EXPIRED

Form E-208-SM

ER-138(1)

1 (12)

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 1 1965 /s/ [illegible] Dist. Engineer
Title
U.S. Bureau of Public Roads

Project Name Grass Valley Canyon-John Day River Date September 10, 1965

Highway Wasco-Heppner Contract No. 6672

County Sherman Prefix 128-1047

Contractor Rogers Construction, Inc. F. A. Project No. ER-138(1)

Address 11760 NE Glisan St., Portland, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish "Guide Signs" for required detours.

Location by station numbers:

Sta. 349 to 355 and possibly elsewhere.

Estimate of quantities and cost:

All required Lump Sum $150.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Anticipated item in authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$232,293.45	
Present estimate of project cost, including $150.00 for work under this order	$232,293.45	
Expected under-run / over-run amount	$ -	
Expected under-run / over-run per cent	-	

Submitted by: /s/ Willard E. Hoffman
Asst. Resident Engineer

Approval Recommended: /s/ John A. Bond
For Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer or Construction Engineer
Office

State Printing 9-20-65

FORM E-123X 50M 2-65

RECEIVED
SEP 1 1965
FOR FILING

EK-138(1)

6671

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
REDMOND
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID H. STIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 1, 1965

Union Pacific Railroad Company
828 Pittock Block
Portland, Oregon 97205

ATTENTION: Mr. C. H. Baker
General Manager, Northwestern District

Re: Permit of Entry
Grass Valley Canyon-John Day River Section
Wasco-Heppner Highway - Sherman County
Contract No. 6672 - Project No. BR-138(1)
YOUR FILE: C 315 - 2 - 78

Gentlemen:

Herewith you will find the carbon copy of your letter dated August 25, 1965 as approved by our Deputy State Highway Engineer, Mr. R. L. Porter, granting the State the right to enter on railroad property to perform the necessary cleanup and repair work required on this section.

We have reviewed the conditions stated therein and since they are the same as for the Biggs Junction-Moro Undercrossing Section, Contract No. 6589, our approval is with the same understandings as reached in our letters of June 4 and June 28 and your letter of June 17, 1965, concerning that project.

This project was awarded to Rogers Construction Company on August 17, 1965 and the specified date of completion is November 30, 1965.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
enc.

cc: R. L. Porter
F. B. Klaboe
A. W. Parsons
L. H. Young
G. E. Rohde
D. H. Moehring
J. F. Putnam
Lowell Stratton
F. W. Sugnet

RECEIVED
SEP 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

G. H. BAKER
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND, OREGON 97205

August 25, 1965

C 315 - 2 - 78

Routing

Morgan, Decker, Bond, Barbee, Walker, Glenn, Swan, Peate E, Morelock, Trout, Scott, Wills, Litchfield 1, Olson

RECEIVED
AUG 27 1965
CONSTRUCTION
DIVISION

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. T. W. Litchfield
Utilities and Liaison Engineer

Dear Sir:

Reference is made to your request for permission to enter upon railroad property at various locations in the vicinity of Hay Canyon on our Grass Valley Branch, Project No. ER-138(1) for flood damage repair work on the Wasco-Heppner Highway consisting of cleaning the channel of Grass Valley Creek and placing riprap between Grass Valley Canyon and the John Day River.

The State is hereby authorized to enter Railroad's right of way to perform such work as necessary, which is indicated on preliminary plans, Sheets 3 and 4, submitted and approved by our Chief Engineer.

It is understood that such permission for occupancy in advance of executed formal agreement by the State and the Railroad will be contingent upon conditions hereinafter stated:

1. The State will execute our customary form of agreement when presented, which will include a provision that the Railroad reserves the right to repossess the easement areas if required in connection with any relocation of its lines should rebuilding of line damaged by flood prove desirable, and will perform its work in accordance with plans and specifications approved by the Railroad's Chief Engineer.

2. Before entering upon Railroad's property under the permission granted herein, the State will furnish or

cause its Contractor to furnish the Railroad Company with public liability and property damage insurance with maximum limits of not less than $250,000/$500,000 in each category in form satisfactory to the Railroad Company.

3. No borrow will be removed from or waste added to Railroad's right of way by the State or its Contractor during the course of restoration of highway or cleaning of the creek channel.

4. The State will reimburse the Railroad for all work performed by Railroad forces on the project.

If satisfactory, please indicate acceptance of foregoing conditions by signing in the space provided below and return to me the carbon copy of this letter so signed.

Yours truly,

G H Barker

Accepted this 31 day of August, 1965

STATE OF OREGON

By R. L. Deck

Deputy State Highway Engineer

RECEIVED
AUG 25 1965

Form CD-121
(11-63)
(Rev. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

ER-138(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 20, 1965

6672

In reply refer to: 08-35.2-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-138(1)
Grass Valley Canyon-John Day River Section
Grading and Stone Base

As requested in Mr. Young's letter of August 18, 1965 advising that all rights-of-way or rights of entry have been acquired for the above project, we hereby concur as of August 17, 1965 in the award of contract No. 6672 to ROGERS CONSTRUCTION INC. of Portland, Oregon, low bidder in the amount of $208,166.40 at the August 10, 1965 bid opening.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
8-24-65

RECEIVED
AUG 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 20 1965
FOR FILING

FORM E-1936 SDM 3-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6672

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 19, 1965

NOTED
F.B KLABOE

Wasco Electric Cooperative, Inc.
P. O. Box 537
The Dalles, Oregon

ATTENTION: Mr. Eric A. Johnson

RE: Power Line Adjustment
Grass Valley Canyon-John Day River Section
Wasco-Heppner Highway - Sherman County
Project No. ER-138(1) - Contract No. 6672

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of July 22, 1965, has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of August 4, 1965.

Reimbursement for the work performed subsequent to August 4, 1965 in the amount of $600.00, will be made in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
A. W. Parsons
L. H. Young
C. H. Maison
J. F. Putnam
R. S. Hawkins
R. P. Hamilton
F. W. Sugnet

RECEIVED
AUG 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 19 1965
FOR FILING

6672

August 18, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of August 12, 1965 is requested in the award of contract for the Grass Valley Canyon-John Day River Section, Project No. ER-13(1).

The contractor receiving the award is Roger's Construction Inc. of Portland in the amount of $208,166.40 with the Contract No. 6672 assigned. This bid was received on August 10, 1965 and awarded August 17, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:cd

RECEIVED
AUG 18 1965
FOR

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. RIESLAND
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 17, 1965

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon 97220

Gentlemen:

The State Highway Commission on August 17, 1965, awarded to you State Highway Contract No. 6672 for the following project:

Grading, stone base and rock production on the Grass Valley Canyon-John Day River Section of the Wasco-Heppner Highway in Sherman County.

This award was based on your bid of $208,166.40 which was submitted to the Commission on August 10, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
AUG 12 1965
FOR FILING

STATE COPY

Cimt Dy

8-6-65

EK 12x(1)

6673

TO: Office of Emergency Planning
Regional Office 8
Everett, Washington 98201

FROM: A. W. Parsons, Division Engineer, BPR
Salem, Oregon

SUBJECT: Report of Final Engineering Inspection
Project Application No. OEP- 184 - DR- 23

Applicant City of Grass Valley, Oregon

Date of Completion of Work by Applicant 4-6-65

Date of Inspection 8-3-65

Date of Report 8-6-65

Category of Work C

The work approved in the project application, for the category or categories of work listed above, has been inspected by me and, except as noted below, has been completed as approved:

Supplemental application requesting $759.50 additional has been reviewed in the field with representatives of the applicant. Added cost is in large part due to damage by storm of January 27, 1965 and no evidence of excessive use or abuse of the principles involved is apparent.

Recommend the applicant's request for $3459.50 be approved, subject to audit.

RECEIVED
AUG 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

/s/ Willis Grafe, Area Engr - 8-3-65
Inspecting Official - Title - Date

Reviewed and Approved:

/s/ John J. Hagemann
State Agency

Reviewing Official - Title - Date

Orig copy to Hagemann 8-16-65

ER 125(1)

6672

Office of Emergency Planning
Regional Office 8
Everett, Washington 98201

FROM: A. W. Parsons, Division Engineer, BPR
Salem, Oregon

SUBJECT: Report of Final Engineering Inspection
Project Application No. OEP- 184 - DR- 23

Applicant City of Grass Valley, Oregon

Date of Completion of Work by Applicant 4-6-65

Date of Inspection 8-3-65

Date of Report 8-6-65

Category of Work C

The work approved in the project application, for the category or categories of work listed above, has been inspected by me and, except as noted below, has been completed as approved:

Supplemental application requesting $759.50 additional has been reviewed in the field with representatives of the applicant. Added cost is in large part due to damage by storm of January 27, 1965 and no evidence of excessive use or abuse of the principles involved is apparent.

Recommend the applicant's request for $3459.50 be approved, subject to audit.

RECEIVED
AUG 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

/s/ Willis Grafe, Area Engr - 8-3-65
Inspecting Official - Title - Date

Reviewed and Approved:

/s/ John J. Hagemann
State Agency

Orig copy to Hagemann 8-13-65

Reviewing Official - Title - Date

Oregon Division, Bureau of Public Roads
Federal Agency

(Two completed copies to OEP Regional Office. One completed copy to State.)

FORM E-123X 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-138(1)

6672

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 4, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Power Line Adjustment
Wasco Electric Cooperative, Inc.
Grass Valley Canyon-John Day River Section
Wasco-Heppner Highway
Sherman County
Project No. ER-138(1)

Dear Sir:

Herewith the following data pertaining to the above subject:

(1) Two copies of the company's estimate of cost for doing the work, dated July 22, 1965. This is suitable for a lump sum payment.

(2) Two copies of a sketch map showing the work to be done.

This completes the agreement between the State and the company. Our Staff Attorney's letter describing the conflicts and establishing the obligation of the State to reimburse the company for the adjustments was submitted with the writer's letter of July 15, 1965.

Your approval of this agreement on a lump sum basis as evidenced above and authorization to proceed with the work under the provisions of PPM 30-4 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

PGP:bjm
encs.

cc: F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
AUG 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 12 1965

Form C-141 (11-63) (Prea. by A.O. 20[illegible])

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

ER-138(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 4, 1965

In reply refer to: 08-35.2-EC

6672

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-138(1), Grass Valley Canyon-John Day River
Wasco Electric Cooperative, Inc., Utility Adjustment

Our memorandum dated July 19, 1965 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated July 13, 1965, furnished with the P.S. & E. documents of contract for the physical construction, and the above-mentioned utility's letter dated July 22, 1965, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated August 4, 1965. Reimbursement on an agreed lump sum basis of $600.00 is approved.

You are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

REFERRED TO
By Asst. State Hwy. Engr.
8-12-65
copy to Litchfield

RECEIVED
AUG 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FOR FILE
ER-138(1)

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6672

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 19, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-138(1)
Grass Valley Canyon-John Day River Sec.
Grading and Stone Base

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way is available for the project as indicated in Mr. Moehring's July 6, 1965 report.

Authorization to proceed with the utility adjustment included in your estimate is being withheld since the plans and estimate therefor have not been furnished; however, these documents must be furnished prior to our concurrence in award. It should be understood that you may be obligated to the contractor, but Public Roads must, of course, consider that you have certified that the status of these matters is such that delays should not result. Appropriate credits should be made in Public Roads' participation for the liquidated damages involved in non-approved time extensions.

A portion of the cost of furnishing the field laboratory building should be assigned to the non-participating stockpile work.

Mr. Young's July 15, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

letter will be issued eliminating the

NOTED
F.B. KLABOE

RECEIVED
JUL 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
orig to [illegible] Wheed.
By Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

copy to Moehring, Fitchfield 7-23-65

FORM E-123X 50M 12-63

RECEIVED
JUL 2 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-138(1)

6672

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
June 30, 1965

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

RE: Preliminary Plans and Permit of Entry
Grass Valley Canyon-John Day River Section
Wasco-Heppner Highway
Sherman County

Gentlemen:

NOTED
F. B. KLABOE

Herewith you will find four sets of our preliminary plans for flood damage repair of the Wasco-Heppner Highway from Grass Valley Canyon to the John Day River.

Our repair work between Stations 286 and 335 which is in the proximity of the railroad, will consist of cleaning the channel of Grass Valley Creek and placing riprap as shown on Sheet 2 of these plans.

It will be necessary to encroach on railroad property throughout much of this area.. Prior agreements exist which cover some of the affected areas, but it is likely the easements designated are not adequate to cover what is required at this time. Therefore, we request you grant us a permit of entry for the duration of this contract to perform the necessary repair work. We do not plan to borrow fill material from or deposit waste on the railroad's right of way.

We plan to open bids for this project on August 10, 1965 and therefore will appreciate your prompt handling of this matter. Reduced plans and specifications will be submitted for your approval as soon as they are available.

Very truly yours,

F. D. Morgan
Construction Engineer

By

Phil G. Preston
(for) T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
Enc.
cc F. B. Klaboe
R. L. Porter
L. H. Young
D. H. Moehring
J. F. Putnam

RECEIVED
JUL 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

ER-184(3) Cascade Head Sec., Oreg. 1965
Coast Hwy near Otis Junc.
#6673 (Grading)

STATE COPY

Monthly transaction number 2-8-40 2-8-41	PR-2A (5-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 6 6673	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 2-9-66	County Douglas, Lane, Lincoln & Tillamook
		Project number ERFO-184(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 22, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 372,704.00

Revised Federal funds $ 372,704.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9th day of February, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. ERFC-184(3)

NESKOWIN-KERNVILLE AND NEWPORT-UMPQUA RIVER SECTIONS

OF THE OREGON COAST HIGHWAY IN DOUGLAS, LANE, LINCOLN, & TILLAMOOK COUNTIES

(Estimate as a basis for modification of project agreement. Based on low bid prices, estimated costs of temporary & permanent repairs by State Force and negotiated equipment rental.)

Salem, Oregon, January 5, 1966

Type Code 0010
Roadway (Cascade Head Section)(M.P. 99.36 to M.P. 104.74)(Contract No. 6673)

Clearing and Grubbing	All Required		$ 16,000.00
General Excavation, Unclass.	22,200 cu.yd.	$ 1.25	27,750.00
Pit Rock Empankment	42,050 cu.yd.	2.00	84,100.00
Rock Toe Embankment in Place	2,100 cu.yd.	8.00	16,800.00
Embankment in Place	1,150 cu.yd.	1.50	1,725.00
Trench Excavation	570 cu.yd.	5.00	2,850.00
Special Backfill in Drains	260 cu.yd	8.00	2,080.00
Tractor (Crawler Type) with Dozer	220 hour	25.00	5,500.00
Power Shovel with Dragline	44 hour	25.00	1,100.00
Laborer	220 hour	6.00	1,320.00
Loose Riprap	7,078 cu.yd.	6.00	42,468.00
18-inch Culvert Pipe	65 lin.ft.	5.25	341.25
24-inch Culvert Pipe	170 lin.ft.	6.75	1,147.50
30-inch Culvert Pipe	310 lin.ft.	9.50	2,945.00
48-inch Culvert Pipe	570 lin.ft.	25.50	14,535.00
6-inch Drain Pipe	220 lin.ft.	2.75	605.00
8-inch Drain Pipe	1,950 lin.ft.	3.25	6,337.50
12-inch Drain Pipe	110 lin.ft.	4.25	467.50
Drain Pipe Anchors	20 only	35.00	700.00
Corr. Metal Catch Inlets	4 only	130.00	520.00
Guard Rail	250 lin.ft.	5.00	1,250.00
			$230,541.75
Flagging (57½% Contractor's Cost)	All Required		$ 1,500.00
Seeding & Mulching	All Required		8,100.00
Paving (State Forces)	All Required		2,000.00
			$ 11,600.00
	Subtotal		$242,141.75
	Engr. & Cont.		24,213.25
	Total		$266,355.00

Type 6201
Flood Repair Temporary & Permanent (M.P. 97.45 to M.P. 103.53 = 110.75 to 120.23)
(M.P. 141.98 to M.P. 211.00)

Temporary

Negotiated Equipment, Labor & Materials	All Required		$ 55,051.09
State Force Equipment, Labor & Materials	All Required		47,298.78
			$102,349.87

Permanent

Negotiated Contract (Riprap) S.F.O. No. 1	250 cu.yd.	$16.00	$ 4,000.00
			$106,349.87

Length of Roadway- - - - - - - - 86.58 miles (intermittent)

SUMMARY OF FUNDS

Description	Federal Funds
Cascade Head Section (Contract #6673)	$266,355.00
Temporary & Permanent Repair Not Covered by Contract	106,349.00
	$372,704.00

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes:

29-1082	21-4423	10-4433
29-4411	21-4523	10-4533
29-4511	20-4426	
21-4418	20-4526	
21-4518	20-4726	
21-4420		
21-4520		

The State Force equipment, materials and labor do not agree with the Phase 1 Reports due to unforeseen costs to the project. This amount was arrived from charges on the cost book which is the most accurate information we have at this time. D.M.S. charges are not included in this estimate.

CASCADE HEAD SECTION

STATE WORK

Pit Rock Embankment	1,150 cu.yd.	$ 2.00	$ 2,300.00
Debris Riser Apron Slabs	1 only	250.00	250.00
Concrete Debris Risers	20 lin.ft.	75.00	1,500.00
Metal Debris Riser	All Required		350.00
Steel Trash Rock Extension	All Required		1,500.00
Loose Riprap	22 cu.yd.	6.00	132.00
18-inch Culvert Pipe	95 lin.ft.	5.25	498.75
			$ 6,530.75

RECEIVED
SEP 22 1965

STATE COPY

Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR FILING

PROJECT REPORT NO.
4
6673

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-22-65

STATE: Oregon

COUNTY: Douglas, Lane, Lincoln & Tillamook

PROJECT NO.: ERFO-184(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Reedsport-Kernville and Newport-Umpqua River Sections of the Oregon Coast Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-25-65	5.380
*OTHER (Specify)		

FUNDS — Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 266,355	$ 266,355.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M. K. Laan

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer SEP 22 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal-Aid
Project No. ERFO-134(3)

REEDSPORT-COQUILLE AND NEWPORT-UMPQUA RIVER SECTIONS

OF THE OREGON COAST HIGHWAY IN DOUGLAS, LANE, LINCOLN & TILLAMOOK COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 14, 1965

Type Code 0010
Roadway (Cascade Head Section) (MP 99.36 to MP 104.74)

Clearing and Grubbing	All Required		$ 9,000.00
General Excavation, Unclassified	22,200 cu.yds.	$ 1.00	22,200.00
Pit Rock Embankment	42,050 cu.yds.	1.70	71,485.00
Rock Toe Embankment in Place	2,100 cu.yds.	6.50	13,650.00
Embankment in Place	1,150 cu.yds.	1.00	1,150.00
Trench Excavation	570 cu.yds.	4.50	2,565.00
Special Backfill in Drains	260 cu.yds.	8.00	2,080.00
Tractor (Crawler Type) with Dozer	220 hours	30.00	6,600.00
Power Shovel with Dragline	44 hours	25.00	1,100.00
Laborer	220 hours	5.50	1,210.00
Loose Riprap	7,078 cu.yds.	5.50	38,929.00
18-inch Culvert Pipe	65 lin.ft.	6.00	390.00
24-inch Culvert Pipe	170 lin.ft.	9.50	1,615.00
30-inch Culvert Pipe	310 lin.ft.	13.00	4,030.00
48-inch Culvert Pipe	570 lin.ft.	29.00	16,530.00
6-inch Drain Pipe	220 lin.ft.	2.00	440.00
8-inch Drain Pipe	1,950 lin.ft.	2.50	4,875.00
12-inch Drain Pipe	110 lin.ft.	3.75	412.50
Drain Pipe Anchors	20 only	5.00	100.00
Corr. Metal Catch Inlets	4 only	100.00	400.00
Guard Rail	250 lin.ft.	3.00	750.00
			$199,511.50
Flagging (57½$ of Contractor's Cost)	All Required		$ 1,500.00
Seeding and Mulching	All Required		8,100.00
Paving (State Forces)	All Required		2,000.00
			$ 11,600.00
	Subtotal		$211,111.50
	10% Engr. & Cont.		21,110.50
	Total		$232,222.00

Length of Cascade Head Section - - - - - - - 5.380 mi. (Intermittent)

SUMMARY OF FUNDS

Federal Funds	$232,222.00
Retained in Authorized Fund Status (Temporary and Permanent restoration not covered by this contract.)	117,778.00
	$350,000.00

CASCADE HEAD SECTION

STATE WORK

Pit Rock Embankment	1,150 cu.yds.	$ 1.70	$1,955.00
Debris Riser Apron Slabs	1 only	75.00	75.00
Concrete Debris Risers	20 lin.ft.	60.00	1,200.00
Metal Debris Riser	All Required		300.00
Steel Trash Rack Extension	All Required		2,500.00
Loose Riprap	22 cu.yds.	5.50	121.00
18-inch Culvert Pipe	95 lin.ft.	6.00	570.00
			$6,721.00

Oregon State Highway Department

Federal-Aid
Project No. ERFO-184(3)

NESKOWIN-KERNVILLE AND NEWPORT-UMPQUA RIVER SECTIONS

OF THE OREGON COAST HIGHWAY IN DOUGLAS, LANE, LINCOLN, & TILLAMOOK COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 19, 1965

Type Code 0010
Roadway (Cascade Head Section)(MP 99.36 to MP 104.74)(Contract No. 6673)

Clearing and Grubbing	All Required			$ 16,000.00
General Excavation, Unclass.	22,200 cu.yd.	1.25		27,750.00
Fit rock Embankment	42,050 cu.yd.	2.00		84,100.00
Rock Toe Embankment in Place	2,100 cu.yd.	8.00		16,800.00
Embankment in Place	1,150 cu.yd.	1.50		1,725.00
Trench Excavation	570 cu.yd.	5.00		2,850.00
Special Backfill in Drains	260 cu.yd.	8.00		2,080.00
Tractor (Crawler Type) with Dozer	220 hour	25.00		5,500.00
Power Shovel With Dragline	44 hour	25.00		1,100.00
Laborer	220 hour	6.00		1,320.00
Loose Riprap	7,078 cu.yd.	6.00		42,468.00
18-inch Culvert Pipe	65 l.ft.	5.25		341.25
24-inch Culvert Pipe	170 l.ft.	6.75		1,147.50
30-inch Culvert Pipe	310 l.ft.	9.50		2,945.00
48-inch Culvert Pipe	570 l.ft.	25.50		14,535.00
6-inch Drain Pipe	220 l.ft.	2.75		605.00
8-inch Drain Pipe	1,950 l.ft.	3.25		6,337.50
12-inch Drain Pipe	110 l.ft.	4.25		467.50
Drain Pipe Anchors	20 only	35.00		700.00
Corr. Metal Catch Inlets	4 only	130.00		520.00
Guard Rail	250 l.ft.	5.00		1,250.00
			$	230,541.75
Flagging (57½% of Contractor's Cost)	All Required	1,500	$	1,500.00
Seeding & Mulching	All Required			8,100.00
Paving (State Forces)	All Required			2,000.00
			$	11,600.00
	Subtotal		$	242,141.75
	10% Engr. & Cont.			24,213.25
	Total		$	266,355.00

Length of Cascade Head Section - - - - 5.3[illegible]0 miles (Intermittent)

SUMMARY OF FUNDS

Federal Funds	$ 266,355.00
Retained in authorized fund status (temporary and permanent restoration not covered by this contract)	104,216.00
	$ 370,571.00

CASCADE HEAD SECTION

STATE WORK

Pit rock Embankment	1,150 cu.yd.	2.00	$ 2,300.00
Debris Riser Apron Slabs	1 only	250.00	250.00
Concrete Debris Risers	20 l.ft.	75.00	1,500.00
Metal Debris Riser	All Required		350.00
Steel Trash Rack Extension	All Required		1,500.00
Loose Riprap	22 cu.yd.	6.00	132.00
18-inch Culvert Pipe	95 l.ft.	5.25	498.75
			$ 6,530.75

RECEIVED
JAN 26 1966
FOR FILING

ER-184(3)

6673

January 25, 1966

Wells-Reed-Wood-West Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

Contract No. 6673 awarded to Slate-Hall, for grading on the Cascade Head Section of the Oregon Coast Highway in Tillamook County was completed on October 27, 1965, and accepted by the Highway Commission on January 24, 1966.

Final payment in the amount of $11,853.63 will be released to the contractor after February 1, 1966. The total contract amount is $218,004.72 including $1,851.98 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Slate-Hall
7805 S. W. 40th Avenue
Portland 19, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 25 1966
FOR FILING
ER-184 (3)
6673

January 24, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed October 27, 1965, on Contract No. 6673. The contract was with Slate-Hall and was for grading on the Cascade Head Section of the Oregon Coast Highway in Tillamook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective this date.

This will be presented to you for confirmation at the Commission meeting on January 25.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

RECEIVED
DEC 6 - 1965
FOR FILING

Form CD-121 (11-63) (Pres. by A.G. Bell 10)

ER-184(3)
6613

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 2, 1965

In reply refer to: 08-35.DB-1

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ERFO-184(3)
Cascade Head Section, Oregon Coast Highway
State Force Order No. 3 - Contract No. 6673

Reference is made to your letter dated November 30, 1965 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor would not quote a reasonable price for performance of the work contemplated under the order and wanted assurance that no penalty would be assessed for over-running the completion date of the contract.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

REFERRED TO
W/encls.
By Asst. State Hwy. Engr.
12-6-65

RECEIVED
DEC 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Contingent [illegible] project and [illegible] funds [illegible]

Form A-106—6M

OREGON STATE HIGHWAY DEPARTMENT

NOV 5 1965 M E Martin Dist Engr

U.S. Bureau of [illegible]

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Cascade Head Date November 9, 1965.

Highway Oregon Coast Contract No. 6673 F. A. Project No. ERFO-184(3)

County Tillamook Prefix 29-1082 Account No. 231-03

Description of Work To Be Done:

Construct trash rack at inlet of 48" pipe

Location by Station Numbers:

458+75 Right

Estimate of Quantities and Costs:

Labor	$ 800.00
Equip. Rental	450.00
Materials	250.00
TOTAL	$1,500.00

Explanation:

State-equipped to do this work at substantially lower price than contractor's estimate of cost, thereby saving public funds.

This work has not been done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $279,756.56

Present estimate of project cost, including $1,500.00 for work under this order $245,284.75

Expected under-run ~~over-run~~ (amount) . . . . . $ 34,471.81

Expected under-run ~~over-run~~ (per cent) . . . . . -12%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Keats Oliver
Keats Oliver Resident Engineer

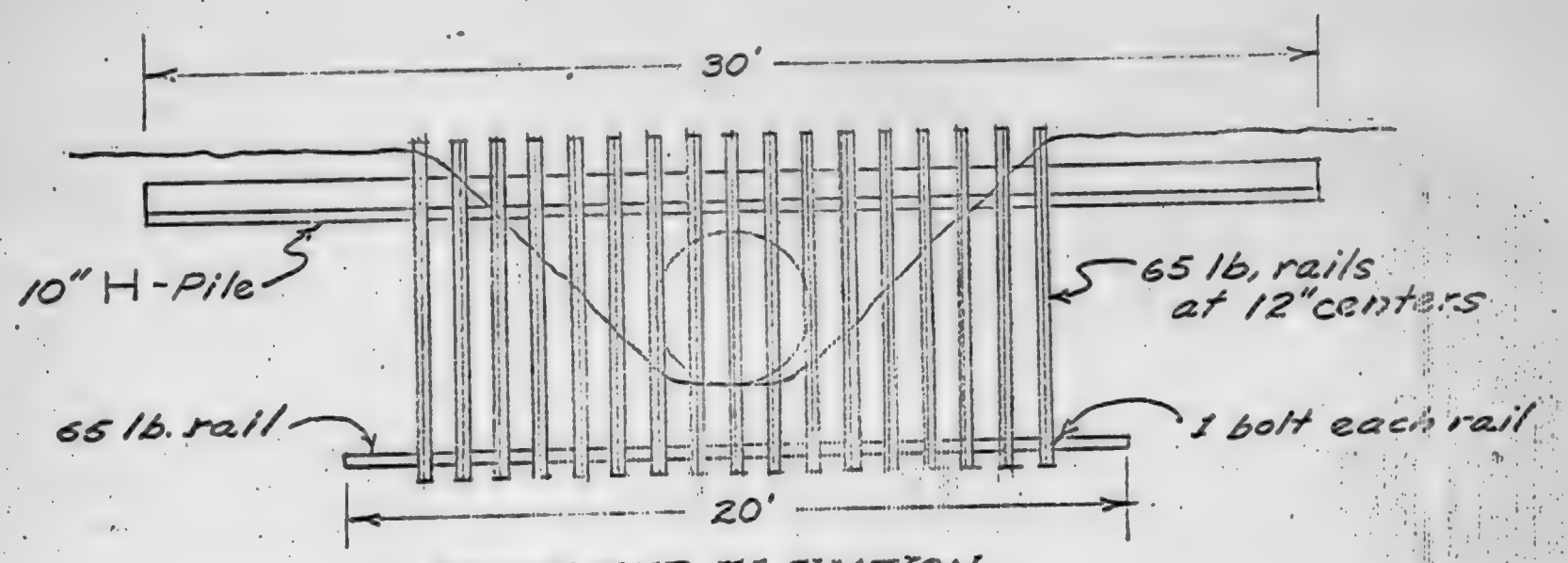
Approval Recommended: /s/ John A. Bond
For Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ Gerald Wimer
Asst. Division Engineer

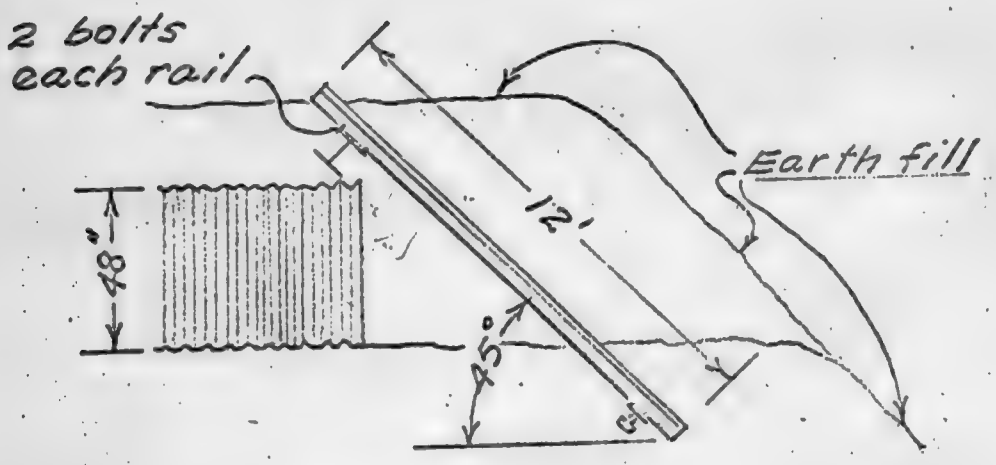
Approved: /s/ L. H. Young
~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing



RIGHT END ELEVATION



SIDE ELEVATION

scale 1" = 5'

TRASH RACK
for
SPILLWAY PIPE

HIGHWAY #2

CASCADE HEAD SECTION

RECEIVED
DEC 22 1965
FOR BUREAU OF PUBLIC ROADS

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

EA 184(3)

6673

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 30, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to inform you that State Force Order No. 3 for trash rack construction has been submitted to your office and all cleanup work was completed on November 29, 1965, on Contract No. 6673, Cascade Head Section, in Tillamook County, in connection with Federal-Aid Project No. ERFO-184(3).

We request that your office inspect the contract work and return a signed copy of this letter upon completion of establishment period indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

REFERRED TO
By Asst. State Hwy. Engr.
12-21-65

Bureau of Public Roads
Oregon Division Office Endorsement

Date: December 1, 1965

Conditions noted on above date:

Work under contract No. 6673 considered satisfactory.

GKH

RECEIVED
DEC 21 1965
OFFICE
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer
ME Martin
By: M. E. Martin
District, Engineer

FORM S-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Cascade Head		WEEK ENDING: November 13, 1965
		SECTION PREFIX: 29-1082
HIGHWAY: Oregon Coast		COUNTY: Tillamook
NAME OF JOB: Cascade Head	KIND OF WORK: Grading	
CONTRACTOR: Slate - Hall	CONTRACT NUMBER: 6673	FEDERAL AID PROJECT NUMBER: ERFO-184(3)
DATE OF CONTRACT: August 17, 1965	DATE WORK STARTED: August 17, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 279,756.56	SPECIFIED COMPLETION DATE: November 15, 1965	PERCENT OF TIME ELAPSED: 79
EXCLUSIVE OF ENGINEERING: $ 259,862.76	ENGINEERING AUTHORIZATION $ 19,893.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 229,612.58	ENGINEERING COST TO DATE $ 12,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 87
ESTIMATED PERCENT: OVERRUN / UNDERRUN -13.6%	PERCENT OF AUTHORIZATION 61.3 %	DATE PROJECT WAS COMPLETED: Oct. 27, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.38				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	5.38				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	75 750				
TOTAL QUANTITIES CORRECTED TO DATE	72 515				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	72 515				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV 1 3 1965
CONSTRUCTION
BEN CHEEVER

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted to Division Office on Friday.

Final Report.

SIGNED _____ LOCATION Box 71 Wecoma Beach St
Lincoln City 97382

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
NOV 15 1965
FOR FILING

ER-184(3)

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6673

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 2, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on Oct. 27, 1965, on Contract No. 6673, Cascade Head Section, in Tillamook County, in connection with Federal-Aid Project No. ERFO-184(3).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 11/9/65

Conditions noted on above date:

Contract work consisting of minor cleanup of clearing and grubbing debris at various places along project remained on 11/1/65.

Also a State Force Work Order will be submitted to provide for constructing a trash rack for inlet of culvert at Sta. 458+75.

A. W. Parsons
Division Engineer

By: M. E. Martin
M. E. Martin
District Engineer

RECEIVED
NOV 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Morgan - Young
By Asst. State Hwy. Engr.
11-15-65

RECEIVED
OCT 22 1965
FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 100-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6672

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 19, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ERFO-184(3)
Cascade Head Section, Oregon Coast Highway
State Force Order No. 2

Reference is made to your letter dated October 8, 1965, concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. This work was not included under the contract because of the small quantity involved.

2. The State has trained men and specialized equipment to perform the work economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

REFERRED TO
By Asst. State Hwy. Engr.
10-21-65

RECEIVED
OCT 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date OCT 4 1965 By [signature] Fld. Coordinator
U.S. Bureau of Public Roads

Order No. 2

Project Name Cascade Head Date September 27, 1965

Highway Oregon Coast Contract No. 6673 F. A. Project No. ERFO-184(3)

County Tillamook Prefix 29-1082 Account No. 251-2

Description of Work To Be Done:

Surface and pave areas washed out by embankment erosion and disturbed by contractors pipe installation.

Location by Station Numbers:

429-433 and 458-460

Estimate of Quantities and Costs:

Labor, equipment rental and materials $2,000.00

Explanation:

State is equipped to perform work with specialized equipment with substantial savings of public funds. Funds needed have been authorized. This work has not been done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem office
Project authorization	$279,756.56	
Present estimate of project cost, including $2,000.00 for work under this order	$279,756.56	
Expected under-run / over-run (amount)	$ 0	
Expected under-run / over-run (per cent)	0	

Submitted by: /s/ Keats Oliver
Resident Engineer

Approval Recommended: /s/ John A. Bond
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer
Asst. Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
OCT 1-2 1965

Form CO-121
(1-63)
(Prev. ed.
A.O. 206-16)

UNITED STATES GOVERNMENT

Memorandum

FOR FILES

ER (1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

167

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 7, 1965

In reply refer to:

SUBJECT: Oregon ERFO-184(3)
Cascade Head Section
Oregon Coast Highway
State Force Order No. 1 - Seeding & Mulching

Reference is made to your letter dated September 30, 1965, concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

Attach.

REFERRED TO Wilmot
ASST. STATE HWY. ENGR.
10-12-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—5M

STATE COPY

APPROVED
Contingent upon verification of project [illegible] National funds [illegible].
Date SEP [illegible], 1965
[illegible] Engr. Coordinator
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Cascade Head Date September 16, 1965

Highway Oregon Coast Contract No. 6673 F. A. Project No. ERFO-184(3)

County Tillamook Prefix 29-1082 Account No. 224-238-1

Description of Work To Be Done:

Grass seeding, fertilizing and mulching to be done by State erosion control crews on cut and fill slopes throughout the project as protection against erosion and for roadside improvement.

Location by Station Numbers:

M.P. 99.36 to M.P. 104.74

Estimate of Quantities and Costs:

Seeding and mulching	$8,100.00

Explanation:

State is equipped to perform work with specialized equipment with substantial savings of public funds. Funds needed have been authorized. This work has not been done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $279,756.56

Present estimate of project cost, including
$ 8,100.00 for work under this order $279,756.56

Expected under-run / over-run (amount) . . . . . $ 0

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Keats Oliver
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer
Asst. Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer, ~~Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form B-[illegible]

RECEIVED
SEP 14 1965
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 25 1965 By W E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

ER-184(3)
6673

Project Name Cascade Head
Highway Oregon Coast
County Tillamook
Contractor Slate-Hall
Address 7905 S.W. 40th Ave., Portland, Oregon 97216

Date August 24, 1965
Contract No. 6673
Prefix 29-1062
F. A. Project No. ER-0-184(3)
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Provide flagmen for purpose of safeguarding traffic passing through and by the project while said project is under construction.

Location by station numbers:

Entire project.

Estimate of quantities and cost:

State share of flagmen labor costs as set forth in standard specifications - $1,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Funds provided in project authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 279,756.56	
Present estimate of project cost, including $ 1,500.00 for work under this order	$ 279,756.56	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Submitted by: /s/ Keats Oliver, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Garald Wimer, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer or Assistant State Highway Engineer or Office Engineer.

State Printing

Young 9-14-65

RECEIVED
SEP 1 5 1965

FOR FILING
ER-184(3)
6673

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 23 1965 By W E Martin
Title Div. Engineer
U.S. Bureau of Public Roads

Project Name Cascade Head — Date August 23, 1965
Highway Oregon Coast — Contract No. 6673
County Tillamook — Prefix 29-1082
Contractor Slate-Hall — F. A. Project No. ERFO-184(3)
Address 7805 S.W. 40th Ave., Portland, Oregon — Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Drill and shoot rock at embankment toe.

Equipment rental rates to be in accordance with state-AGC agreement

Location by station numbers:

396+00 to 397+00 Left

Estimate of quantities and cost:

Labor	$300.00
Equipment Rental	500.00
Materials	200.00
Total	$1000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Original ground at embankment toe is slick rock face sloping away from highway. Necessary to shoot notch in rock face to key embankment to original ground.
Work has not been started under this order. Prior approval received 8-23-65 from Mr. Wimer.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 279,756.56
Present estimate of project cost, including $ 1,000.00 for work under this order	$ 279,756.56
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Keats Oliver
Keats Oliver — Resident Engineer

Approval Recommended: /s/ John A. Bond
For — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer
Asst. — Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

-Young 9-15-65

RECEIVED
SEP 14 1965
FOR FILING
ER-184(3)

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 23 1965 By W E Martin
Title Asst. Engr. for
U.S. Bureau of Public Roads

Project Name Cascade Head ..... Date August 23, 1965

Highway Oregon Coast ..... Contract No. 6673

County Tillamook ..... Prefix 29-1082

Contractor Slate-Hall ..... F. A. Project No. ERFO-184(3)

Address 7805 S.W. 40th Ave., Portland, Oregon 97216 ..... Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Clear and grub for pipe culverts.

Equipment rental rates to be in accordance with state - A.G.C. agreement.

Location by station numbers:

398+00 and 458+75

Estimate of quantities and cost:

Labor	400.00
Equipment Rental	600.00
Total	$1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Clearing for culvert excavation areas overlooked on plans. Prior approval on this order received 8-23-65 from Mr. Gerald Wimer, Asst. Div. Engr.
Work under this order started 8-24-65.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 279,756.56
Present estimate of project cost, including $ 1,000.00 for work under this order	$ 279,756.56
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Keats Oliver
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Young 9-14-65

RECEIVED
AUG 25 1965

Form 1-032 (11-65) (Prev. by A.O. 306-10)

UNITED STATES GOVERNMENT

Memorandum

ER-184(3)

6673

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 20, 1965

In reply refer to: 08-35.2-EC

SUBJECT: Oregon Project ERFO-184(3)
Cascade Head Section
Grading

As requested in Mr. Young's letter of August 18, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of August 17, 1965 in the award of contract No. 6673 to SLATE-HALL of Portland, Oregon, low bidder in the amount of $237,072.50 at the August 10, 1965 bid opening.

REFERRED TO
Young
ASST. STATE HWY. ENGR.
8-25-65

RECEIVED
AUG 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 19 1965
FOR FILING

F-1-4(3)
6673

August 18, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of August 13, 1965 is requested in the award of contract for the Cascade Head Section, Project No. ER-184(3).

The contractor receiving the award is Slate-Hall of Portland in the amount of $237,072.50 with the Contract No. 6 73 assigned. This bid was received on August 10, 1965 and awarded August 17, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IP 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:cd

RECEIVED
AUG 18 1965
COMMISSIONERS

FOR FILING

COMMISSIONERS
GLENN O. JOHNSON, CHAIRMAN, McMINNVILLE
KENNETH H. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND
FLOYD QUERY, SECRETARY, SALEM

EK-184(3)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 17, 1965

Slate-Hall
11655 S. W. Barbur Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission on August 17, 1965, awarded to you State Highway Contract No. 6673 for the following project:

Grading on the Cascade Head Section of the Oregon Coast Highway in Tillamook County.

This award was based on your bid of $237,072.50 which was submitted to the Commission on August 10, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
AUG 13 1965
FOR FILING

August 12, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Cascade Head Section
Project No. ERFO-134(3)

Dear Sir:

Concurrence in award is requested in the award of the above-mentioned project on bids received August 10, 1965. It is our intention to award to the lower of the two bidders, Slate-Hall of Portland, in the amount of $237,072.50 which is 14.9% above the engineer's estimate.

There are five major items that the low bidder was higher than our estimate. These are, and the amounts over our estimate are as follows:

Clearing and Grubbing	$ 7,000
General Excavation	5,000
Pit Rock Embankment	13,000
Rock Toe Embankment	3,000
Loose Riprap	3,500
	$31,500

This $31,500 is more than the amount the contractor bid over our estimate and the amount of his bid seems reasonable, therefore, our only conclusion is our estimate was a little low for these items on this project.

There are four nonparticipating items in the contract but the total of the bids for these items was very close to our estimate and have no bearing on the overrun also they would not affect which one of the bidders received the bid.

We feel it is in the public interest to award this contract to the low bidder at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

cc: F. B. Klaboe
F. B. Morgan

Form CD-121 (11-63) (Pres. by A.O. 206-107)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 19, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ERFO-184(3)
Cascade Head Section
Grading

P.S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project as indicated in Mr. Moehring's July 6, 1965 report except for the following exception:

File No. 37993 - Publishers' Paper

We understand that the negotiations are in process on this file but if not successful, condemnation suits will be filed with the expectation that this parcel will be made available for occupancy and contractor's use prior to your requesting our concurrence in award.

Mr. Litchfield's July 14, 1965 report indicates no utility adjustments are involved on this project.

Mr. Young's July 15, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to these items accepted by our March 9, 1964 memorandum as being in the public interest.

REFERRED TO
Young w/enc.
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE
7-23-65

RECEIVED
JUL 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ER-144(1) #6674

Tygh Valley & Willowdale Sections (Grading & 1 structure)

1965

STATE COPY

Monthly transaction number 10-18	FHWA-PR-2A (Rev. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 10-4-66	County Wasco & Jefferson
Modification number 2		Project number ER-144(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 20, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 205,867.00	$ 215,122.00
Federal funds	$ 130,621.00	$ 136,232.08
Other revisions		

This modification is made for the following reasons:

To cover amount claimed on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 4th day of October, 19 66.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Laboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

STATE COPY

Monthly transaction number	FORM PR-2A (8-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
3-143		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County
8 6674	(PPM 21-7) 3/24/66	Wasco and Jefferson
		Project number
		ER-144(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 20, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 205,867.00

Revised Federal funds $ 130,621.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of March, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J B Klabo

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Manager

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. ER-144(1)

THE DALLES–DESCHUTES COUNTY LINE SECTION OF THE

DALLES–CALIFORNIA HIGHWAY IN WASCO AND JEFFERSON COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on low bid prices, approved State Force orders and estimated temporary repairs by negotiated equipment rental and State Forces.)

Salem, Oregon, March 8, 1966

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code 0010
Roadway (Tygh Valley & Willowdale Sections) (MP 28.20 to MP 35.25 & MP 74.83 to MP 76.26) (Contract No. 6674.)

Moving Cost	All Required		$12,000.00
Motor Grader	200 hours	$ 20.00	4,000.00
Tractor, Crawler	225 hours	25.00	5,625.00
Truck, Dump, 10 C.Y.	1200 hours	15.00	18,000.00
Truck, Pickup, 3/4 Ton, Without Operator	330 hours	2.50	825.00
Truck, Sprinkler	115 hours	20.00	2,300.00
Loader, Crawler Type, 2 C.Y.	55 hours	20.00	1,100.00
Loader, Wheel Type, 5 C.Y.	370 hours	30.00	11,100.00
Roller, Grid, With Power	60 hours	40.00	2,400.00
Pump, Portable, 2-inch, Without Operator	105 hours	3.00	315.00
Drill, Track Type, With Compressor	25 hours	40.00	1,000.00
Explosives	3360 lbs.	1.00	3,360.00
Foreman	330 hours	9.00	2,970.00
Laborers	590 hours	6.00	3,540.00
Furnish 48-inch Culvert Pipe	160 lin.ft.	14.00	2,240.00
Reinforced Ditch Lining	500 sq.ft.	2.00	1,000.00
Guard Rail	110 lin.ft.	5.00	550.00
Type 2 Barricade	440 lin.ft.	3.00	1,320.00
Rail End Pieces	9 only	10.00	90.00
Extra Guard Rail Posts	10 only	10.00	100.00
Salvaging Type 2 Barricade	440 lin.ft.	1.50	660.00
Guard Rail - Salvaged Barricade	440 lin.ft.	1.50	660.00
			$75,155.00
Type 1 Fence	All Required		$ 150.00
Signing (Permanent)	All Required		850.00
			$ 1,000.00
		Subtotal	$76,155.00
		Engr. & Cont.	7,615.00
		Total	$83,770.00

Type Code X021
Bridge (Trout Cr. Br. Extension) (Br. #815B) (Sta. 418+24 to Sta. 420+13.20)
(Contract No. 6674)

Remove Existing Bent 4	All Required			$ 7,000.00
Shoring, Cribbing, etc.	All Required			5,000.00
Structural Excavation	80 cu.yds.	$ 12.00		960.00
Structural Excavation Below Elev. Shown	10 cu.yds.	20.00		200.00
Furnish 10BP42 Steel Piling	120 lin.ft.	6.00		720.00
Drive Steel Piles	4 only	150.00		600.00
Splice Steel Piles	1 only	100.00		100.00
Class "A" Concrete (198 C.Y. @ $90.00)	All Required			21,000.00
Metal Reinforcement (43,100 lbs. @ $0.15)	All Required			8,500.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	40 lin.ft.	6.00		240.00
		Subtotal		$ 44,320.00
		Engr. & Cont.		4,432.00
		Total		$ 48,752.00

Type Code X101
Guard Rail M.P. 29.4 (Contract No. 6654)

Guard Rail - Salvage Guard Rail	500 lin.ft.	$ 1.50	$	750.00
		Subtotal	$	750.00
Flagging (5 7/8% of Contractors Cost)	All Required			100.00
		Subtotal	$	850.00
		Engr. & Cont.		85.00
		Total	$	935.00

Type Code 6201
Flood Repair Temporary and Permanent (MP 0.00 thru Equations MP 12+46 = 16.30, MP 35.81 = 36.93 and MP 92.09 = 95.00 to MP 112.83)
Temporary

Negotiated Equipment, Labor and Materials	All Required		$ 15,908.77
State Force Equipment, Labor and Materials	All Required		26,601.23
			$ 42,510.00

Permanent		
Approved State Force Order #1	All Required	$ 16,757.04
Approved State Force Order #1, Supplement #1	All Required	6,879.33
Approved State Force Order #1, Supplement #2	All Required	5,263.63
		$ 28,900.00
	Total	$ 71,410.00
	Grand Total	$ 205,867.00

Length of Roadway - - - - - - - 104.96 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Costs	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 366.00
Tygh Valley & Willowdale Section	83,770.00	53,152.00	30,618.00
Trout Creek Bridge Extension	48,752.00	30,933.00	17,819.00
Guard Rail	935.00	593.00	342.00
Temporary & Permanent Repairs Not Covered by Contracts	71,410.00	45,309.00	26,101.00
Grand Total	$205,867.00	$ 130,621.00	$ 75,246.00

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939

State Funds for Maint.: Chapter 529, Laws 1939

Prefixes

14-1062	33-4501
33-1092	33-4701
16-4404	33-4403
16-4504	33-4503
16-4704	33-4703
33-4401	

The phase 1 report does not agree with this estimate due to difference in amount of hours worked and bills submitted subsequent to receiving this report. This estimate is a product of our accounting records. An equipment rental agreement with Rogers Construction Company for one piece of equipment (motor grader, 24,200 lbs.) is not available. This piece of equipment was rented at A.G.C. rates. D.M.S. charges are not included in this estimate.

RECEIVED
NOV 16 1965
FOR FILING

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 11-33

PROJECT REPORT NO. 3 ER-144(1) 6674

FC PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

10-20-65

STATE: Oregon

COUNTY: Wasco and Jefferson

PROJECT NO.: ER-144(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 197,
The Dalles - Deschutes Co. Line Section, The Dalles-California Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	4-14-65	7.36
RIGHTS-OF-WAY		
CONSTRUCTION	6-30-65	7.36
*OTHER *(Specify)*		

FUNDS — Pro Rata 63.45%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 160,457.	$ 101,809.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lahore

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer OCT 20 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 6905-P64

Oregon State Highway Department

Federal-Aid
Project No. ER-144(1)

THE DALLES-DESCHUTES CO. LINE SECTION OF THE

DALLES-CALIFORNIA HIGHWAY IN WASCO AND JEFFERSON COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices and approved State Force Orders.)

Salem, Oregon, September 29, 1965

Type Code P. E.			
Preliminary Engineering	All Required		$1,000.00
Type Code 0010			
Roadway (Tygh Valley & Willowdale Sections)(MP 28.20 to MP 35.25 & MP 74.83 to MP 76.26) (Contract No. 6674)			
Moving Cost	All Required		12,000.00
Motor Grader	200 hours	20.00	4,000.00
Tractor, Crawler	225 hours	25.00	5,625.00
Truck, Dump, 10 c.y.	1,200 hours	15.00	18,000.00
Truck, Pickup, 3/4 ton, without operator	330 hours	2.50	825.00
Truck, Sprinkler	115 hours	20.00	2,300.00
Loader, Crawler Type, 2 c.y.	55 hours	20.00	1,100.00
Loader, Wheel Type, 5 c.y.	370 hours	30.00	11,100.00
Roller, Grid, with Power	60 hours	40.00	2,400.00
Pump, Portable, 2-inch, without operator	105 hours	3.00	315.00
Drill, Track Type, with Compressor	25 hours	40.00	1,000.00
Explosives	3,360 lb.	1.00	3,360.00
Foreman	330 hours	9.00	2,970.00
Laborers	590 hours	6.00	3,540.00
Furnish 48-inch Culvert Pipe	160 lin.ft.	14.00	2,240.00
Reinforced Ditch Lining	500 sq.ft.	2.00	1,000.00
Guard Rail	110 sq.ft.	5.00	550.00
Type 2 Barricade	440 lin.ft.	3.00	1,320.00
Rail End Pieces	9 only	10.00	90.00
Extra Guard Rail Posts	10 only	10.00	100.00
Salvaging Type 2 Barricade	440 lin.ft.	1.50	660.00
Guard Rail-Salvaged Barricade	440 lin.ft.	1.50	660.00
			$75,155.00
Type 1 Fence	All Required		$ 150.00
Signing (Permanent)	All Required		850.00
			$ 1,000.00
	Subtotal		$76,155.00
	10% Engr. & Cont.		7,615.00
	Total		$83,770.00

Oregon State Highway Department

Federal-Aid
Project No. BR-144(1)

Type Code X021
Bridge (Trout Cr. Br. Extension)(Br. #8158)(Sta. 418+24 to Sta. 420+13.20)(Contract No. 6674)

Remove Existing Bent 4	All Required			$ 7,000.00
Shoring, Cribbing, etc.	All Required			5,000.00
Structural Excavation	80 cu.yd.	12.00		960.00
Structural Excavation Below Elevation Shown	10 cu.yd.	20.00		200.00
Furnish 10 BP 42 Steel Piling	120 lin.ft.	6.00		720.00
Drive Steel Piles	4 only	150.00		600.00
Splice Steel Piles	1 only	100.00		100.00
Class "A" Concrete (198 c.y. at $90.00)	All Required			21,000.00
Metal Reinforcement (43,100 lbs. at $0.15)	All Required			8,500.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	40 lin.ft.	6.00		240.00
	Subtotal			$ 44,320.00
	10% Engr. & Cont.			4,432.00
	Total			$ 48,752.00

Type Code Y101
Guard Rail M.P. 29.4 (Contract No. 6654)

Guard Rail-Salvage Guard Rail	500 lin.ft.	1.50		$ 750.00
	Subtotal			750.00
Flagging (57½% of Contractor's Cost)	All Required			100.00
				$ 850.00
	Engr. & Cont.			85.00
				$ 935.00

Approved State Force Orders

State Force Order No. 1	All Required			$ 16,757.04
State Force Order No. 2	All Required			6,879.33
				$ 23,636.37
				2,363.63
				$ 26,000.00

Length of Roadway (6654)	7.324 miles	(Intermittent)
Length of Structure (6654)	0.036 miles	
Guard Rail	0.000 miles	
Total	7.360 miles	(Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 366.00
Tygh Valley & Willowdale Sec.	83,770.00	53,152.00	30,618.00
Trout Creek Bridge Extension	48,752.00	30,933.00	17,819.00
Guard Rail	935.00	593.00	342.00
Approved State Force Orders	26,000.00	16,497.00	9,503.00
Subtotal	$ 160,457.00	$101,809.00	$58,648.00
Retained in Authorized Fund Status			
Temporary & Permanent Restoration not covered by this contract.	54,543.00	34,607.00	19,936.00
Total	$215,000.00	$136,416.00	$78,584.00

State Funds for Const.: Chap. 175, laws 1917;
Chap. 31, laws 1920;
Chap. 529, laws 1939;

State Funds for Maint.: Chap. 529, laws 1939.

Prefix: 14-1062
33-1092
33-4701
33-4703

Oregon State Highway Department

Federal-Aid
Project No. ER-144(1)

THE DALLES - DESCHUTES CO. LINE SECTION OF THE

DALLES - CALIFORNIA HIGHWAY (1) WASCO AND JEFFERSON COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon July 14, 1965

Type Code P.E.			
Preliminary Engineering	All Req.		$ 1,000.00
Type Code 0010			
Roadway (Tygh Valley & Hillmeinle Sections)(MP 28.20 to MP 35.25 & MP 74.83 to MP 76.26)			
Moving Cost	All Req.		$ 6,000.00
Motor Grader	200 Hour	$20.00	4,000.00
Tractor, Crawler	225 Hour	25.00	5,625.00
Truck, Dump, 10 c.y.	1,200 Hour	15.00	18,000.00
Truck, Pickup, 3/4 ton, without operator	330 Hour	2.25	742.50
Truck, Sprinkler	115 Hour	15.00	1,725.00
Loader, crawler type, 2 c.y.	55 Hour	27.50	1,512.50
Loader, wheel type, 5 c.y.	370 Hour	30.00	11,100.00
Roller, Grid, with power	60 Hour	30.00	1,800.00
Pump, Portable, 2-inch, without operator	105 Hour	3.00	315.00
Drill, Track type, With Compressor	25 Hour	28.00	700.00
Explosives	3,360 lb.	0.75	2,520.00
Foreman	330 Hour	7.50	2,475.00
Laborers	590 Hour	5.50	3,245.00
Furnish 48-inch Culvert Pipe	160 lin.ft.	14.00	2,240.00
Reinforced Ditch Lining	500 sq.ft.	1.00	500.00
Guard Rail	110 lin.ft.	4.00	440.00
Type 2 Barricade	440 lin.ft.	4.50	1,980.00
Rail End Pieces	9 only	5.50	49.50
Extra Guard Rail Posts	10 only	10.00	100.00
Salvaging Type 2 Barricade	440 lin.ft.	1.00	440.00
Guard Rail - Salvaged Barricade	440 lin.ft.	1.50	660.00
			$ 66,169.50
Type 1 Fence	All Req.		150.00
Signing (Permanent)	All Req.		850.00
			$ 1,000.00
		Subtotal	$ 67,169.50
		10 % Engr. & Con.	6,716.50
		Total	$ 73,886.00

Type Code 3021
Bridge (Trout Cr. Br. Extension (Br. #015B)
(Sta. 41+24 to Sta. 43+13.20)

Remove Existing Bent 4	All Req.		$ 4,000.00
Shoring, Cribbing, etc.	All Req.		1,000.00
Structural Excavation	80 cu.yd.	5.00	400.00
Structural Excavation Below Elev. Shown	10 cu.yd.	10.00	100.00
Furnish 10BP42 Steel Piling	120 lin.ft.	6.00	720.00
Drive Steel Piles	4 only	150.00	600.00
Splice Steel Piles	1 only	75.00	75.00
Class "A" Concrete (198 c.y. at $90.00)	All Req.		17,820.00
Metal Reinforcement (43,100 lbs. at $0.15)	All Req.		6,465.00
6-inch Metal Unperf. Drain Pipe, Type "A" Casting	40 lin.ft.	4.00	160.00
		Subtotal	$ 31,420.00
		10% Engr. & Cont.	3,142.00
		Total	34,562.00

Length of Roadway - - - - - - 7.324 Miles (Intermittent)
Length of Structure - - - - 0.036 Mile
Length of Contract - - - - - 8.360 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,00.00	$ 634.00	$ 366.00
Tygh Valley & Willowdale Section	73,[illegible]36.00	46,[illegible]30.00	27,006.00
Trout Creek Bridge Extension	34,562.00	21,929.00	12,633.00
Subtotal	$109,448.00	$69,443.00	$40,005.00
Retained in Authorized Fund Status (Temporary & Permanent Restoration not covered by this contract.)	$[illegible]40,552.00	94,184.00	[illegible]54,368.00
Total	$2[illegible],000.00	$163,627.00	$94,373.00

Oregon State Highway Department

Federal Aid
Project No. ER-144(1)

THE DALLES-DESCHUTES COUNTY LINE SECTION OF

THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON AND WASCO COUNTIES

Estimate to accompany plans and specifications. Not as a basis for project agreement.

Salem, Oregon, June 23, 1965

Type Code P.E.

Preliminary Engineering			$ 1,000.00

Type Code Y101
Guard Rail (MP 29.4)

Guard Rail - Salvaged Guard Rail	500 lin.ft.	$ 1.50	$ 750.00
			$ 750.00
Flagging (57½% of Contractor's Cost)	All Required		100.00
		Subtotal	$ 850.00
		10% Engr. & Cont.	85.00
		Total	$ 935.00

Length of contract - - - - - - - - - - - - - 0.00 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$1,000.00	$ 634.00	$ 366.00
Guard Rail	935.00	593.00	342.00
	$1,935.00	$1,227.00	$ 708.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract	$256,065.00	$162,400.00	$ 93,665.00

RECEIVED
MAR 2 2 1966
FOR FILING

ER-144(1)

6674

March 22, 1966

The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

A post-final payment for $2,500 will be made to Babler Bros., Inc., on Contract No. 6674 for grading and structure on the Tygh Valley and Willowdale Sections of The Dalles-California Highway in Wasco and Jefferson Counties, as soon as the warrant is prepared.

The total amount paid on this contract will be $132,760.89 including the post-final payment. Of the total $2,011.04 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon

Mr. James A. Blake
Equitable Building
Portland, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
FEB 10 1966
FOR FILING
ER -144(1)
6674

February 10, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 4
March 8, 1966 meeting

Gentlemen:

Bahler Brothers, Inc., contractor on the Tygh Valley and Willowdale Sections of The Dalles-California Highway in Wasco and Jefferson Counties, Contract No. 6674, requests an extension of the specified completion date from November 15 to December 20, 1965. This is an equipment rental type project.

The equipment rental items substantially overran the original contract amount. Since the rental work directly controlled the overall progress of this project, these overruns justify an extension of 23 calendar days. Surfacing and oiling work done on a detour by extra work order justifies an extension of two calendar days.

The contractor also requested additional time for delays caused by alleged increased concrete curing time for a bridge extension. The 20 days that were required were not excessive and this is not a valid reason under the specifications.

The specified completion date for this project was November 15, 1965. The project was completed December 20, 1965. Based on the reason cited above, I recommend that the specified completion date be advanced to December 10, 1965. This will reduce the liquidated damages to $1,000. This is a Federal-aid Emergency Recovery project and we have Bureau of Public Roads' concurrence.

This matter will be on the agenda for your consideration at the March 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

J. F. Putnam

JAB:bjm bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project: Tygh Valley & Wilsonville

Contract No. 6674 Contractor Dahler Bros., Inc.

Highway The Dalles-California

Section Tygh Valley-[illegible]

Kind of Work Grading & Structures

It is recommended that such extension be granted as requested under the following terms and conditions:

Over-run in equipment rental items justifies 23 calendar day extension. Surfacing and oiling work done on the detour by extra work order justifies 2 calendar days.

Recommended for Approval:

J. V. Buttram
Division Engineer

[signature]
Construction Engineer or Bridge Engineer
for

[signature]
Assistant State Highway Engineer

Contract No. 6674

Project designation [illegible] (1)
State—Federal

Date awarded August 17, 1965

Work started August 23, 1965

Per cent completed 100% as 12-20-65
Date

Specified completion date November 15, 1965

Previously extended to

Extension requested to December 10, 1965

Form E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date December 31, 1965

Gentlemen:

We, the undersigned, respectfully request an extension of 35 days time, from Nov. 15, 1965, to Dec. 20, 1965, within which to complete our Contract No. 6674, described as follows:

Grading and structure
Tygh Valley and Willowdale Sections
The Dalles-California Highway
Wasco and Jefferson Counties, Oregon

The above request is based upon the following reasons: Please refer attached schedule of contract items showing hours bid and actual hours worked, and the substantial differences. As prime contractor we incurred an excess of overtime during the progression of the contract, and offered to work double shift. Our subcontractor is skilled and progressive in his work, and likewise performed many overtime hours to meet a short schedule. Increased concrete curing requirements on the structure also created delay.

In view of these reasons we respectfully request that this extension be granted.

Respectfully submitted,

Babler Bros., Inc.
Contractor

By Lloyd Babler
Lloyd Babler, President

CONSENT OF SURETY

Date December 31, 1965

We, THE TRAVELERS INDEMNITY COMPANY, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

Richard W. Merrill
Richard W. Merrill — Attorney-in-fact

(SEAL)

James A. Blake
James A. Blake — Resident Agent

State Printing 97813

RECEIVED
APR 11 1966
FOR FILING

ER-144(1)

6674

425

March 9, 1966

#4

Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on March 8 considered your request for an extension of time on Contract No. 6674 on the Tygh Valley and Willowdale Sections of The Dalles-California Highway in Wasco and Jefferson Counties.

After considering the recommendation of the Engineer and other available information, the Commission extended the specified completion date to December 10, 1965, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc J. F. Putnam
E. Scrivner
L. H. Young
F. D. Morgan
C. H. Maleen
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project: Tygh Valley & Willowdale

Contract No. 6674 Contractor Babler Bros., Inc.

Highway The Dalles-California

Section Tygh Valley-& Willowdale

Kind of Work Grading & Structure

It is recommended that such extension be granted as requested under the following terms and conditions:

Over-run in equipment rental items justifies 23 calendar day extension. Surfacing and oiling work done on the detour by extra work order justifies 2 calendar days,

Recommended for Approval:

J. H. Gutman
Division Engineer

Arthur C. Bark
for Construction Engineer or Bridge Engineer

J. W. Blake
Assistant State Highway Engineer

Contract No. 6674

Project designation ER-144 (1)
State—Federal

Date awarded August 17, 1965

Work started August 28, 1965

Per cent completed 100% - 12-20-65
Date

Specified completion date November 15, 1965

Previously extended to

Extension requested to ~~December 20, 1965~~ December 10, 1965

Form E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date December 31, 19 65

Gentlemen:

We, the undersigned, respectfully request an extension of 35 days time, from Nov. 15, 19 65, to Dec. 20, 19 65, within which to complete our Contract No. 6674, described as follows:

Grading and structure
Tygh Valley and Willowdale Sections
The Dalles-California Highway
Wasco and Jefferson Counties, Oregon

The above request is based upon the following reasons: Please refer attached schedule of contract items showing hours bid and actual hours worked, and the substantial differences. As prime contractor we incurred an excess of overtime during the progression of the contract, and offered to work double shift. Our subcontractor is skilled and progressive in his work, and likewise performed many overtime hours to meet a short schedule. Increased concrete curing requirements on the structure also created delay.

In view of these reasons we respectfully request that this extension be granted.

Respectfully submitted,

Babler Bros., Inc.
Contractor

By Lloyd Babler
Lloyd Babler, President

CONSENT OF SURETY

Date December 31, 19 65

We, THE TRAVELERS INDEMNITY COMPANY, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

Richard W. Merrill
Richard W. Merrill — Attorney-in-fact

(SEAL)

James A. Blake
James A. Blake — Resident Agent

State Printing 97813

FORM E-30 5M 8-65 SP*6470-704

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4, 1966

SUBJECT: Assignment FBK No. 425
Tygh Valley and Willowdale Sections
The Dalles - California Highway
Request for Time Extension

To:

Mr. V. D. Wolfe
Administrative Assistant
BUILDING

Reference is made to the subject assignment concerning a request for an extension of time on the subject section.

Attached is a rough draft of a letter to the Highway Commission. Your file is returned herewith.

F. D. Morgan
Construction Engineer

By
John A. Bond
Staff Assistant

DES:nh

Attachments

RECEIVED
FEB 4 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM H-30 80M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1966

SUBJECT:

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

Extension of Time
Tygh Valley and Willowdale Sections
The Dalles-California Highway
Contract No. 6674

Attached is a request from Babler Bros. Inc., contractor on the subject contract for an extension of the specified completion date from November 15 to December 20, 1965 without the assessment of liquidated damages. The contractor's request is based on over-runs in contract bid items and increased concrete curing requirements on the structure.

The attached work progress chart indicates some pertinent dates and activities on the subject project. The chart indicates that there was a delay in commencing work on the Trout Creek Bridge after the detour had been opened to traffic.

A review of the over-runs of contract bid items and increases in the project cost due to the addition of work done by price agreement and extra work orders indicates that the original contract amount was exceeded by $10,719 or just under 9%. This is excluding anticipated items and state force orders. However, equipment rental items on this project over-ran the contract amount by 28%. This figure includes bid items 2 through 14 and all the price agreements which were negotiated covering hourly rental equipment. Assuming that the rental work controls the overall progress (or conversely, that all other items such as bridge and guard rail could have run concurrently with the equipment rental work), then this 28% could be applied to the 84 calendar days between the date the contract was mailed to the contractor and the specified completion date, and would equal 24 calendar days.

Surfacing and oiling work done on the detour was accomplished by the contractor under an extra work order instead of by state forces as had been originally planned. This work was accomplished September 9 and 10 and justifies 2 calendar days. These reasons total 26 days.

It is apparent from the chart that the delay in starting the bridge was the main reason the project over-ran the original specified time. The bridge subcontractor was forming curbs and still had to pour the curbs, build the handrails, do all finishing and remove all forms and falsework on the original specified completion date.

The contractor mentions, "many overtime hours to meet a short schedule". The project records available to us do not adequately confirm this. They indicate the bridge contractor worked only two Saturdays and worked late one day to complete a pour. Nine hour days were apparently worked for three weeks in October.

The contractor also cites "increased concrete curing requirements on the structure also created delay". Although it is true that this project had a short time span, the contractor was aware of this when the project was bid and further the specified curing time for concrete for the structure was 20 days, and was not exceeded.

The specified completion date for this contract was November 15, 1965. The project was completed December 20, 1965. This is 35 days beyond the specified completion date and amounts to $3,500 in liquidated damages.

Based on the over-run in equipment rental items and the addition of oiling work on the detour, we recommend that the specified completion date be extended to December 11, 1965. This will reduce the liquidated damages by $2,600, leaving $900 outstanding.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that increases in the contract bid items may be a valid reason for granting an extension of time, particularly when they occur on an equipment rental type project.

Rough drafts of letters to the Bureau of Public Roads and to the Highway Commission are attached.

F. D. Morgan
Construction Engineer

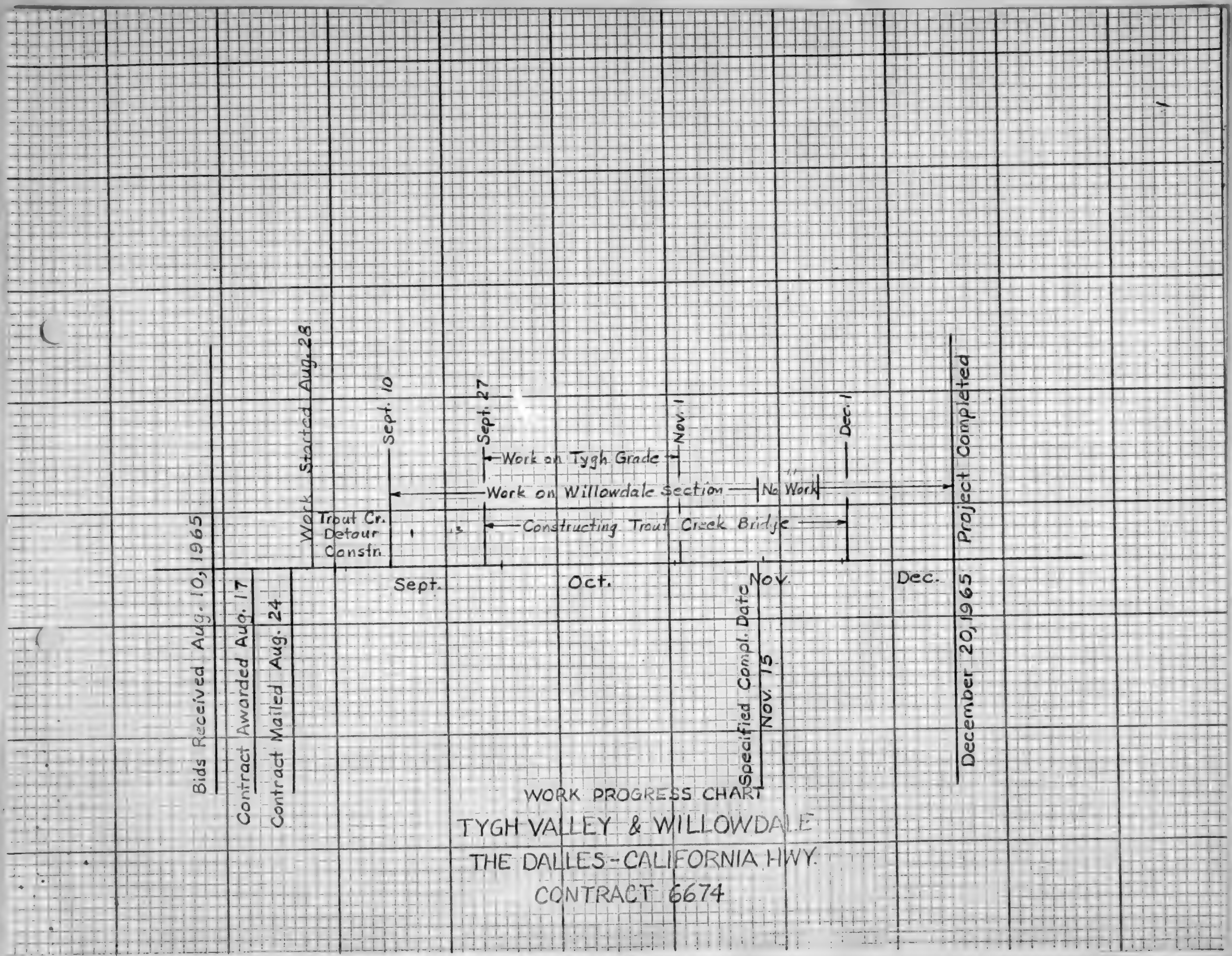
By

John A. Bond
Staff Assistant

RECEIVED
JAN 26
OFFICE OF
STATE HIGHWAY ENGINEER

DES:nh
Attach.

cc: L. H. Young



WORK PROGRESS CHART

TYGH VALLEY & WILLOWDALE

THE DALLES-CALIFORNIA HWY.

CONTRACT 6674

Work Started Aug. 28

Sept. 10

Sept. 27

Nov. 1

Dec. 1

Work on Tygh Grade

Work on Willowdale Section — No Work

Work — Trout Cr. Detour Constn. — Constructing Trout Creek Bridge

Project Completed

Bids Received Aug. 10, 1965

Contract Awarded Aug. 17

Contract Mailed Aug. 24

Sept. | Oct. | Nov. | Dec.

Specified Compl. Date Nov. 15

December 20, 1965

WORK PROGRESS CHART

TYGH VALLEY & WILLOWDALE

THE DALLES-CALIFORNIA HWY.

CONTRACT 6674

LLOYD BABLER
PRESIDENT

RICHARD BABLER
VICE PRESIDENT

JAS. A. POLLOCK
SECRETARY-TREASURER

BABLER BROS., INC.

GENERAL CONTRACTORS
4617 S. E. MILWAUKIE AVE.
PORTLAND, OREGON 97202
PHONE 232-8677

December 31, 1965

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Request for Extension of Time to Complete Construction Contract
Tygh Valley and Willowdale Sections - Contract No. 6674

This list of actual hours worked as compared to hours bid on the labor and rental items of this contract refers to the above-mentioned request and should be considered a part thereof.

Item No.	Description	Actual Hours Worked	Hours Per Bid	Hours Over + Under -
2.	Motor Grader	324	200	124 +
3.	Crawler Tractor, D-8	314	225	89 +
4.	Dump Truck, 10-Yd.	1,290	1,200	90 +
5.	Pickup Truck - 3/4-Ton	278	330	52 -
7.	Loader, Crawler Type	163	55	108 +
8.	Loader, Wheel Type	389	370	19 +
10.	Portable Pump, 2"	11	105	94 -
13.	Foreman	566	330	236 +
14.	Laborers	1,845	590	1,255 +
	Price Agreement Items			
101.	Trucks, 20-Yd.	8	-	8 +
201.	Pickup Truck, 1/2-Ton	304	-	304 +
301.	Water Truck, 1500-Gal.	71	-	71 +
401.	Backhoe, 3/8-Yd.	21	-	21 +
601.	Tractor & Dozer, D-6	104	-	104 +
602.	Hi-Pressure Pump, 6"	62	-	62 +
603.	Water Truck, 6000-Gal.	54	-	54 +
701.	Boom Truck, 2-1/2-Ton	21	-	21 +

The hours listed above have been carefully checked against the Daily Record sheets, and for the sake of clarity fractional hours beyond those totals shown have been dropped. All items with the exception of the pumps reflect considerable hours worked over hours bid.

Very truly yours,

BABLER BROS., INC.

Lloyd Babler, President

RECEIVED
FEB 8 - 1966
FOR FILING

EF-144(1)

6674

February 8, 1966

The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 6674 awarded to Babler Bros., Inc., for grading and structure on the Tygh Valley and Willowdale Sections of The Dalles-California Highway in Wasco and Jefferson Counties was completed on December 20, 1965, and accepted by the Highway Commission on February 4, 1966.

Final payment in the amount of $5,970.00 will be released to the contractor after February 15, 1966. The total contract amount is $132,271.93 including $2,011.04 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon

Mr. James A. Blake
Equitable Building
Portland, Oregon

L. H. Young
C. H. Maison (Attn: John Herr)

RECEIVED
FEB 4 - 1966
FOR FILING
ER-144(1)
6674

February 4, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed December 20, 1965, on Contract No. 6674. The contract was with Bahler Bros., Inc. and was for grading and a structure on the Tygh Valley and Millcreek Section of The Dalles-California Highway in Wasco and Jefferson Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 4, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
FEB 1 - 1966

FL-144(1)
6614

Salem, Oregon
January 31, 1966

Increase in Project Authorization

Don Pallette
Resident Highway Engineer
P. O. Box 1249
Bend, Oregon

This is to advise you that at its meeting of January 25, 1966, the Highway Commission approved an increase of $11,758.40 in project authorization on Contract No. 6674, Tygh Valley and Willowdale Sections of the The Dalles - California Highway in Jefferson and Wasco Counties.

The new authorization for construction is $147,292.77. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

VG:de

cc: L. R. Chandler

RECEIVED
FEB 3 - 1966

ER-144(1)

Form CO-121 (11-63) (Pres. by A.O. 908-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 28, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-144(1)
Tygh Valley and Willowdale Sections
The Dalles - California Highway
Request for Time Extension

We have received and reviewed subject request as described in your letter of January 26, 1966.

Our records confirm the detour was oiled on September 10, and that traffic was turned on it shortly thereafter, although no bridge work was started until approximately 2 weeks later. On this basis it would be difficult to allow added time on the Extra Work Order under the final sentence of paragraph 1, section 8-8, of the Standard Specifications.

As you state, the overruns as described were all in the equipment rental items, including the changes in equipment, etc., and all work under these items, with the exception of removal of the detour, was completed within the specified contract time, so no actual delays appear to have incurred here either.

No further grading work was possible until traffic could be put over the bridge, and it is our understanding work of backfilling the bridge end did not start until November 26 and traffic was finally put on the bridge on December 1.

The fact that the bridge contractor did not begin work for 2 weeks after the traffic had been detoured, plus the fact that a similar time elapsed between the completion of grading work and availability of this bridge site for backfilling quite effectively places the responsibility for the delays upon the bridge or unit price portion of the work and not upon the State through the equipment rental items.

(more)

orig to Bford w/file copies to Young Madison 2-2-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Taking into consideration that the time for backfilling the bridge and removal of the detours, had the bridge been completed by November 15, would have been the responsibility of the State under the equipment rental items, it appears reasonable to extend the completion date in this amount.

It is our information the backfilling of the bridge started on November 26 and the project was completed December 20, a lapse of 25 days which would extend the completion date to December 10, 1965.

We hereby approve extension of the completion date on this basis.

RECEIVED
FEB 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Tygh Valley & Willowdale		WEEK ENDING: January 15, 1966
		SECTION PREFIX: 33-1092
HIGHWAY: The Dalles-California		COUNTY: Wasco & Jefferson
NAME OF JOB: Tygh Valley & Willowdale	KIND OF WORK: Grading and Structure	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 6674	FEDERAL AID PROJECT NUMBER: ER-144(1)
DATE OF CONTRACT: August 17, 1965	DATE WORK STARTED: August 28, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 135,534	SPECIFIED COMPLETION DATE: November 15, 1965	PERCENT OF TIME ELAPSED: 138
EXCLUSIVE OF ENGINEERING: $ 125,896	ENGINEERING AUTHORIZATION: $ 9,638	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 109
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 136,200	ENGINEERING COST TO DATE: $ 9,100	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 106
ESTIMATED PERCENT: OVERRUN / UNDERRUN 8.1 % (Additional auth. requested)	PERCENT OF AUTHORIZATION: 94 %	DATE PROJECT WAS COMPLETED: December 20, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	25,000 CY				
TOTAL QUANTITIES CORRECTED TO DATE	"				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"				
AVERAGE DAILY QUANTITIES	Completed				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	"				
NUMBER OF SHIFTS PER DAY	"				
HOURS PER SHIFT	"				

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	815B							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy & Cool			
TUESDAY	Cloudy & Calm			
WEDNESDAY	" "			
THURSDAY	" "			
FRIDAY	Pt. Cloudy & Calm			
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final completed and sent to division office on Thursday.

FINAL REPORT

SIGNED Grant B. Simmons LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JAN 26 1966
FOR FILING
EK-144(1)
6674

January 26, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Tygh Valley and Willowdale
Sections, The Dalles-California
Highway, Project No. ER-144(1)

Dear Sir:

We have received from Babler Bros, Inc., contractor on the subject project, a request for an extension of the specified completion date from November 15 to December 20, 1965. The contractor's request is based on overruns in contract bid items and increased concrete curing requirements on the structure. The contractor's request was submitted December 1, 1965. Since this request was submitted after the specified completion date, liquidated damages have been assessed as outlined in Section 8-8 of the Standard Specifications.

A review of the overruns of contract bid items and increases in the project cost due to the addition of work done by price agreement and extra work orders indicates that the original contract amount was exceeded by $10,719 or just under 9 percent. This is excluding anticipated items and state force orders. However, equipment rental items on this project overran the contract amount by 28 percent. This figure includes bid items 2 through 14 and all the price agreements which were negotiated covering hourly rental equipment. Assuming that the rental work controls the overall progress (or conversely, that all other items such as bridge and guardrail could have run concurrently with the equipment rental work), then this 28 percent could be applied to the 84 calendar days between the date the contract was mailed to the contractor and the specified completion date, and would equal 24 calendar days.

Surfacing and oiling work done on the detour was accomplished by the contractor under an extra work order instead of by state forces as had been originally planned.

This work was accomplished September 9 and 10 and justifies 2 calendar days. These reasons total 26 days.

The contractor also cites "increased concrete curing requirements on the structure also created delay". Although it is true that this project had a short time span, the contractor was aware of this when the project was bid and, further, the specified curing time for concrete for the structure was 20 days and was not exceeded.

The original completion date for this contract was November 15, 1965. The project was completed December 20, 1965. Based on the reasons cited above, it is our recommendation that the completion date for this project be extended to December 11, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Kinboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
C. H. Maison
L. H. Young
J. F. Putnam

DES:nh srb

RECEIVED
JAN 13 1966
FORM E-30 BOM 3-65 SP*6470-734

FOR FILING
ED-144(1)
6674

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1966

SUBJECT: Tygh Valley & Willowdale
The Dalles-California Highway
Contract No. 6674

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

You have questioned the delay in submittal of the request for an increase in the project authorization on the subject project. A review of the correspondence and weekly reports on this project has been made.

The weekly report for the week ending November 27 indicated that no overrun was anticipated. The weekly reports for the weeks ending December 4 and December 11 indicate that an overrun of 1.7% was anticipated. The weekly report for the week ending December 18 indicates an anticipated overrun of 8.7%. The Resident Engineer submitted a request for additional authorization on December 17. This request was submitted by the Division Office on December 21. This request was forwarded to you December 30, 1965. The specified completion date for this project was November 15, 1965, but the project was not completed until December 20, 1965.

The major reason for the overrun was caused by additional equipment rental items which were required for construction. The work which caused the overrun was done primarily during the weeks ending December 11 and December 18. The work was costing approximately $7,000 per week and the total amount of the overrun was $11,758.40. The overrun was not anticipated prior to the time that the Resident started compiling final project costs during the week ending December 18. It is possible that the Resident could have anticipated this overrun approximately one week earlier had he been totaling his job costs at that time.

If further information is desired, please advise.

F. D. Morgan
Construction Engineer

DES:nh:fp
cc J. F. Putnam

NOTED
F B KLABOE

RECEIVED
JAN 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 4 - 1966
FOR FILING

ER-144(1)

6674

January 4, 1966

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6674, the Tygh Valley and Willowdale grading and structure project on The Dalles-California Highway in Wasco and Jefferson Counties, is anticipated. Mahler Bros., Inc. of Portland is the contractor. The original project authorization was $135,534.37. The present anticipated cost is $147,292.77, indicating an overrun of $11,758.40 or 8.7 percent. This is a Federal-aid Emergency Recovery project.

The reasons for this overrun are due to increases in the equipment rental and labor bid items and culvert work added to accomplish satisfactory restoration of the highway facilities. This is an equipment rental type of project and was underestimated in the first instance.

This request for an additional authorization will be presented to you at the January 25 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

DES:nh:JAB:bjm bg

FORM E-30 BOM 3-65 SP*6470-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30, 1965

SUBJECT:

To:

Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

Overrun of Project Authorization
Tygh Valley & Willowdale Sections
The Dalles-California Highway
Contract No. 6674

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading and structure is under contract to Babler Bros., Inc of Portland. The original project authorization was $135,534.37. The present anticipated cost is $147,292.77 indicating an overrun of $11,758.50 or 8.7%.

The primary reason for this overrun is due to a general overrun of the contract bid items which was caused by an increase in the required equipment rental items. These items were underestimated due to the urgency connected with contracting this flood recovery project. There was a large increase in the bid item for laborer and foreman. The overrun in these bid items amounts to an over-all net increase of $6,300. Unanticipated extra work items which were added to the project covering pavement repair, new culverts, alternate equipment etc. amounting to over $8,000.

It is recommended that the project authorization be increased by $11,758.40, from $135,534.37 to $147,292.77.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

RECEIVED
DEC 31 1965
OFFICE OF
STATE HIGHWAY ENGINEER

DES:nh

Attach.

cc: L. H. Young

RECEIVED
JAN 11 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-144(1)

6674

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on Dec. 20, 1965, on Contract No. 6674, Tygh Valley and Willowdale Sections in Wasco and Jefferson Counties, in connection with Federal-Aid Project No. ER-144(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: January 4, 1966

Conditions noted on above date:

None

RECEIVED
JAN 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By: G. H. Brooks
District Engineer

1-11-66
REFERRED TO
Young
By Asst. State Hwy. Engr.

Form No. E-372—10M—7-55 EO. 144(1) OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Tygh Valley & Willowdale Section Date December 17, 1965

Highway The Dalles-California Contract No. 6674

County Wasco & Jefferson Kind of Work Grading & Structure Contractor Dahler Bros., Inc.

Contract Amount $119,475.00

Expected over-runs and under-runs in contract items:

No.		Quantity	Unit Price	Amount
	Major items, itemized:			
2.	Motor Grader	+ 130 Hr.	$ 20.00	$ 2,600.00
3.	Tractor, Crawler 185 HP	+ 81 Hr.	25.00	2,025.00
4.	Truck, Dump, 10 Cu.Yd.	+ 79 Hr.	15.00	1,185.00
7.	Loader, Crawler Type, 2 CY	+ 108 Hr.	20.00	2,160.00
8.	Loader, Wheel Type, 5 CY	+ 13 Hr.	30.00	390.00
12.	Explosives	-3360 Lb.	1.00	- 3,360.00
13.	Foreman	+ 220 Hr.	9.00	1,980.00
14.	Laborers	+1227 Hr.	6.00	7,362.00
	Minor items, unitemized algebraic total			- 8,050.40
	Subtotal			$ + 6,291.60
	Approved work orders (Price, extra work and state force orders)			$ 11,666.20

Expected over-runs and under-runs in work orders:

		Amount
	Major items, itemized:	
EWO #2	Oiling	$ 330.24
PA #2	Pickup Truck 1/2 Ton	79.18
PA #3	Water Truck 1500 Gal.	- 1,295.36
PA #6	Tractor, D6 with Dozer	1,198.65
PA #8	Water Truck, 6000 Gal.	816.00
EWO #1	Crushed Rock from State Stockpiles	88.60
	Minor items, unitemized algebraic total	- 995.21
	Subtotal	$ 221.97
	Authorization for engineering	$ 9,638.00
	Expected over-run or under-run of engineering authorization	$ 0
	Costs not included above (explain)	$ 0
	Allowance for future contingencies (_____% of work remaining)	$ 0
	Credits to come from transfers and deductions	$ 0
	Present estimate of project cost	$ 147,292.77

Brief Statement of principal causes of over-run: Due to a general over-run of contract bid items as a result of additional hours required to accomplish work under contract, and to the addition of several work orders to cover necessary work that was not previously anticipated.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 135,534.37
Present estimate of project cost	$ 147,292.77
Expected over-run (Amount)	$ 11,758.40
Expected over-run (per cent)	8.7

Space to right of this line is for use of Salem office.

Submitted by: _____ Resident Engineer

Confirmed by: _____ Division Engineer

Noted by: _____ for Construction or Bridge Engineer

Noted by: _____ Assistant State Highway Engineer

State Printing 36719

RECEIVED
DEC 13 1965
PORTLAND

COMMISSIONERS
GURNEY JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

EP-144(1)

6674

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Attached are copies of the consolidated progress voucher for Emergency Relief Funds for costs incurred by the State of Oregon Highway Department for the period April 15, 1965, to November 30, 1965. The costs were incurred under Federal Aid Project No. ER 144(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Maison
Controller

CHM:jc

Attachment

cc: R. L. Porter
L. H. Young
General Files

(MEMORANDUM) **Voucher No. 2-Progress**

FORM PR 20a (REV)
Form Approved by
Comptroller General, U.S.,
February 11, 1955

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PUBLIC VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED (PPM 30-6)

VOUCHER NO.

BUREAU VOUCHER NO.

BUREAU SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon

STATE

Oregon

FEDERAL AID PROJECT NO.

ER 144(1) S.F.O. No. 1 - S.F.O. No. 2

PROGRAM APPROVED

April 15, 1965

CONTRACT NO.

VOUCHER PERIOD: FROM April 15, 1965 TO November 30, 1965

FOR PRO-RATA SHARE OF THE UNITED STATES FOR LABOR AND MATERIALS ACTUALLY PUT INTO THE WORK COMPRISING THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
		63.45	$77,116.24	$61,722.93	$15,393.31	
		63.45	$77,116.24	$61,722.93	$15,393.31	

PROGRESS - FINAL	Date	By
Field audit made		
Received Division Office . . .		
Forwarded by Division Office.		
Received Region Office		
Forwarded by Region Office .		
Received W. O.		
Final forwarded to construction		
Fiscal [illegible] performed		
Passed for Payment		

REASONS HELD:

C. H. Maison
Controller

USCOMM DC 40075 P61

STATEMENT OF LABOR AND MATERIALS

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Total participating costs:					
	Prefix: 33-4701-D				$24,136.81	
	33-4703-D				123.74	
					$24,260.55	
					63.45	
	Pro-rata Percentage				$15,393.31	
	Sub-total Pro-rata from U.S.					
	Contract Billing:					
					427.83	
	Prefix: 14-1062				61,295.10	
	33-1092					
	Total Pro-rata from U.S.				$77,116.24	

AMOUNT CARRIED FORWARD---

FORM PR-20A

USCOMM DC 49078 P61

RECEIVED
OCT 25 1965
FOR FILING

Form CD-121 (11-63) (Reprod. by A.O. 206-18)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 19, 1965

In reply refer to: 08-35.4-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-144(1)
Tygh Valley-Willowdale Section
Dalles-California Highway
State Force Order No. 3

Mr. Young's letter of October 5, 1965 furnished copies of subject State Force Order covering furnishing riprap material to the project from a private source on royalty basis on subject ER project. This letter confirms our September 20, 1965 tentative oral advance approval of the proposed work.

Payment of royalty directly by the State is approved since the State is in actuality performing as contractor with regard to procurement function on this equipment rental project. Cost of royalty is estimated to be $250.00 with Federal participation of $150.00.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

REFERRED TO Young w/ encl.
By Asst. State Hwy. Engr. 10-22-65

RECEIVED
OCT 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—SM

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 20 1965 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Tygh Valley & Willowdale Section Date September 23, 1965

Highway The Dalles-California Contract No. 6674 F. A. Project No. ER-144(1)

County Wasco & Jefferson Prefix 33-1092 Account No. 212-03

Description of Work To Be Done:

Furnish riprap material to project by private individual on royalty basis.

Location by Station Numbers:

Willowdale Section Sta. 408 to Sta. 420+50

Estimate of Quantities and Costs:

5,000 cu.yds. riprap at $ 0.05 per cu.yd. . . . . $ 250.00

Explanation: This order for riprap materials to be supplied from the property of Mr. John W. Priday for which he is to paid $0.05 per cubic yard as per Lease & Sale Agreement dated September 13, 1965. Loading, hauling, and placing of materials to be performed by contractor under appropriate bid items. The work started on September 20, 1965.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 135,534.37
Present estimate of project cost, including $ 250.00 for work under this order	$ 136,874.37
Expected ~~under-run~~ over-run (amount)	$ 1,340.00
Expected ~~under-run~~ over-run (per cent)	1.0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Ernest L. Scrivner, Resident Engineer

Approval Recommended: /s/ John A. Bond for, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
OCT 8 - 1965

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-144(1)

6614

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: October 1, 1965

In reply refer to:

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-144(1)
Tygh Valley-Willowdale Sect.
The Dalles-California Highway
State Force Order No. 2

Mr. Young's letter of September 24, 1965 furnished copies of subject State Force Order covering the cost of installation and maintenance of caution signal lights on barricades at detour ends of Trout Creek detour on subject ER project. This letter confirms our September 8, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter, and in the estimated amount of $350.00 with Federal participation of $210.00.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis.

A signed copy of the approved order is returned herewith.

REFERRED TO
Young w/enc.
BY ASST. STATE HWY. ENGR. 10-8-65

RECEIVED
OCT 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLEMOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement to additional funds as required.
Date SEP 8 1965
[illegible] Engineer
U.S. Bureau of Public Roads

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Tygh Valley-Willowdale Section Date Sept. 13, 1965

Highway The Dalles-California Contract No. 6674 F. A. Project No. ER-144(1)

County Wasco & Jefferson Prefix 33-1092 Account No. 274-02

Description of Work To Be Done:

Install and maintain caution signals on warning signs and lighting on barricades at each end of detour around bridge site at Trout Creek.

Location by Station Numbers:

Willowdale Section Sta. 405 to Sta. 434

Estimate of Quantities and Costs:

Install and maintain lights $350.00

Explanation:

This is work of specialized nature and will be performed by State Electrical crews and the Central Electric Coop. Contractor not equipped for this type of work. This work has not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$135,534.37
Present estimate of project cost, including $ 350.00 for work under this order	$135,534.37
Expected under-run / over-run (amount)	$
Expected under-run / over-run (per cent)	

Space to right of this line is for use of Salem Office

Submitted by: /s/ Ernest L. Scrivner, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
OCT 2 - 1965
ER-144(1)

Form CD-121 (11-63) (Prep. by A.O. pdc 10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 30, 1965

In reply refer to:

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project No. ER-144(1)
Tygh Valley-Willowdale Section
The Dalles-California Highway
State Force Order No. 1

Mr. Young's letter of September 20, 1965 furnished copies of subject Force Order covering the cost of State furnished crushed rock for surfacing and oiling of detour construction and shoulder repair at various locations throughout the subject ER project. This letter confirms our September 9, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of materials furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter, and in the estimated amount of $1,770.00 with Federal participation of $1,062.00.

Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

NOTED
F.B. KLABOE

REFERRED TO
Young w/encl.
ASST. STATE HWY. ENGR.
10-8-65

RECEIVED
OCT 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—8M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 9 1965 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads
Order No. 1 P

Project Name Tygh Valley & Willowdale Section Date September 7, 1965

Highway The Dalles-California Contract No. 6674 F. A. Project No. ER-144(1)

County Wasco & Jefferson Prefix 33-1092 Account No. 210-02

Description of Work To Be Done:

Furnish to the project from State stockpiles surfacing materials and oiling aggregates.

Location by Station Numbers:

Tygh Valley Section	MP 28.2 to MP 35.25
Willowdale Section	MP 74.83 to MP 76.26

Estimate of Quantities and Costs:

600 cu.yd. Crushed rock	at $2.95	. . . . .	$1,770.00
		Net Cost	$1,770.00

Explanation:

This order to cover crushed materials supplied by the State for surfacing and oiling at various locations throughout the project. Loading, hauling, and placing of materials to be performed by contractor under appropriate contract bid items. This work has not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$135,534.37
Present estimate of project cost, including $1,770.00 for work under this order	$135,534.37
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Ernest L. Scribner, Resident Engineer

Approval Recommended: /s/ John A. Bond for, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
OCT 20 1965
Form E-200—6M

FOR Filing
(1)
6674

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 8 1965 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Tygh Valley-&-Willowdale Section Date Sept. 22, 1965

Highway The Dalles-California Contract No. 6674

County Wasco and Jefferson Prefix 33-1092

Contractor Babler Bros., Inc. F. A. Project No. ER-144(1)

Address 4617 S.E. Milwaukie Ave., Portland, Ore. 97202 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Perform oiling work to provide bituminous surface on detour around bridge site at Trout Creek on Willowdale Section and place asphalt macadam surface at location requiring complete shoulder restoration at MP 29.4 on the Tygh Valley Section.

Location by station numbers:

Tygh Valley Section M.P. 29.4

Willowdale Section Sta. 415 to Sta. 424

Estimate of quantities and cost:

Oiling	Equipment	$ 440.00
	Materials	600.00
	Labor	300.00
	NET COST	$1,340.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This not provided for in project additional anticipated items. Construction plans specified this work to be performed by State Forces, but the State oiling crew is not available in the area. The contractor is equpped and has agreed to do this work. Work to be performed in accordance with Standard Specifications for Highway Construction, 1964. Contractor's percentages shall be in accordance with the agreement with the A.G.C. and provisions of this contract. Work started September 10, 1965.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$135,534.37
Present estimate of project cost, including $1,340.00 for work under this order	$136,874.37
Expected ~~under-run~~ over-run amount	$ 1,340.00
Expected ~~under-run~~ over-run per cent	1.0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Ernest L. Scrivner, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved /s/ L. H. Young, ~~Engineer of Maintenance~~ Assistant State Highway Engineer
Office Engineer

State Printing

RECEIVED
SEP 15 1965
BUREAU OF PUBLIC ROADS
PORTLAND, OREGON

ER-144(1)

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 26 1965
Title Division Engineer
U.S. Bureau of Public Roads

Project Name Tygh Valley-Willowdale Section
Highway 6674 The Dalles-California
County Wasco and Jefferson
Contractor Babler Bros., Inc.
Address 4617 S.E. Milwaukie Ave., Portland, Ore. 97202

Date August 26, 1965
Contract No. 6674
Prefix 33-1092
F. A. Project No. ER-144(1)
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish, install, maintain and remove as required during the life of the contract temporary signs for the directing and routing of traffic through the project. Signs to be used under this order consist only of those signs which the State Highway Department has obligation to control and pay for to achieve the safest possible conditions for the traveling public and in order to achieve consistent uniformity throughout the state.

Location by station numbers:

Tygh Valley Section MP 28.2 to MP 35.25
Willowdale Section MP 74.83 to MP 76.26

Estimate of quantities and cost:

Signing	Labor	$ 450.00
	Equipment	100.00
	Materials	300.00
	Total	$ 850.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Anticipated item provided for in project authorization. This work can best be handled by Extra Work because (a) accurate itemization by the State is impractical because possible changed traffic flow patterns will result in revised traffic control schemes and (b) that prosecution of the work by the contractor is subject to many variables which may alter (OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 135,534.37	
Present estimate of project cost, including $ 850.00 for work under this order	$ 135,534.37	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Ernest L. Scrivner
Resident Engineer

Approval Recommended: /s/ John A. Bond
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. H. Warfield
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer-on Office Engineer.

State Printing

Young 9-15-65

the sequence of patterns of required traffic control measures.

This order in no way contemplates the assumption by the State of the contractor's obligation or liabilities. He shall, in accordance with State of Oregon practice, be responsible for signs, barricades, lights and other devices intending to (a) direct attention to hazards and dangerous conditions resulting from work under this contract, (b) to warn the traveling public of impending dangers and (c) to generally provide for the safety of the public and workmen.

Contractor's percentages shall be in accordance with the agreement with the AGC and provisions of this contract.

Equipment rental rates are in accordance with agreement with AGC.

This work has not been started.

RECEIVED
SEP 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 25 1965

Form CD-121
(12-63)
(Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR FILE

ER-144(1)

6674

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 20, 1965

In reply refer to: 08-35.2-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-144(1)
Tygh Valley and Willowdale Sections
Grading and Structure

As requested in Mr. Young's letter of August 18, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of August 17, 1965 in the award of contract No. 6674 to Babler Bros., Inc., of Portland, Oregon, low bidder in the amount of $119,475.00 at the August 10, 1965 bid opening.

ROUTED TO
Young
8-25-65

RECEIVED
AUG 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 19 1965
FOR FILING

ER 144(1)
6674

August 18, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of August 13, 1965 is requested in the award of contract for the Tygh Valley and Willowdale Sections, Project No. ER-144(1).

The contractor receiving the award is Rabler Bros. Inc. of Portland in the amount of $119,475.00 with the Contract No. 6674 assigned. This bid was received on August 10, 1965 and awarded August 17, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:cd

RECEIVED
AUG 18 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 17, 1965

Dahler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on August 17, 1965, awarded to you State Highway Contract No. 6674 for the following project:

Grading and 1 structure on the Tygh Valley and Willowdale Sections in Wasco and Jefferson Counties.

This award was based on your bid of $119,475.00 which was submitted to the Commission on August 10, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Frank Morgan
L. H. Young
R. G. Savage (HIAC)
I. D. Merchant

RECEIVED
AUG 13 1965
FOR FILING

ER-144(1)

6674

August 12, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Tygh Valley & Willowdale Sections
Project No. ER-144(1)

Dear Sir:

Concurrence in award is requested for the above-mentioned project. The low bidder, Babler Bros., Inc. of Portland, bid $119,475 or 22.4% above the engineer's estimate.

This project is for grading by labor and equipment rental and extending Trout Creek Bridge. The grading portion of this contract bid was 13% above our estimate which leaves most of the overbid in the structure.

There are two reasons for our low estimate on the bridge: one is the isolated area in which the bridge is located and not taken into account, the other is that the engineer making the estimate didn't notice the ten feet more or less excavation for the falsework and temporary bent.

Two bids were received on the project from conscientious and reputable contractors which were close in their total bids; also, this project was advertised for a full three weeks which is our normal practice.

We feel it is in the public interest to award this contract at this time considering the lateness of the construction season. To readvertise this project with all the contractors in the area as busy as they are would net us nothing except to delay the construction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

cc: F. B. Klaboe
F. D. Morgan

FOR FILING
ER-144(1)

Form CO-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6674

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 19, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-144(1)
Tygh Valley and Willowdale Sections
Grading and Structure

P.S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way is available for the project, with no utility adjustments involved, as indicated in Mr. Moehring's and Mr. Litchfield's July 6 and July 14, 1965 reports.

Mr. Young's July 15, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Orig to REFERRED TO Young Wisard.
Dy Asst. State Hwy. Engr.

NOTED F.B. KLABOE

copies to Moehring Litchfield 7-23-65

RECEIVED
JUL 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 23 1965

Form CD-121
(11-63)
(Prev. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ER-144(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6674

DATE: June 9, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-144(1)
Tygh Ridge Summit-Willowdale Section
The Dalles-California Highway
State Force Order No. 2

Mr. Young's letter of June 2, 1965 furnished copies of subject State Force Order covering patching by O-11 oiling and asphaltic concrete between mileposts 26.93 to 35.52 and 74.26 to 76.40.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of $6,879.33 with Federal participation of $4,127.60 if additional funds are made available.

Conditions of approval of S.F.O. No. 1, May 5, 1965, on this project are applicable to this order as well, and approval is hereby given effective May 24, 1965.

NOTED
R.L.PORTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—SM

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. Flood Damage Supplement #2

Project Name Tygh Ridge Summit - Hillsdale Date Nov 20, 1945

Highway The Dalles - California Contract No. F. A. Project No. S-144(1)

County Wasco & Jefferson Prefix 33-4701 16-4704 Account No. 104 D

Description of Work To Be Done:

Repair Flood damage to The Dalles - California Highway. Patch A.C. pavement, O-11 Oiled surfacing.

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date Nov 2-1945 By _____
The Dist. Engineer
U.S. Bureau of Public Roads

Location by Station Numbers: Intermittent

Tygh Ridge Summit - to - White River M.P. 26.93 to M.P. 35.52
Jefferson County Line to Hillsdale M.P. 74.26 to M.P. 76.40

Estimate of Quantities and Costs:

Total cost for this S.F.O. $6,879.33

Explanation: State Forces are better equipped for this repair work due to the short and isolated sections needing repair. These surfacing repairs were inadvertently missed in previous work orders or contract work covering the repairs on this highway.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $ _____
Present estimate of project cost, including
$ 6,879.33 for work under this order $ _____
Expected under-run / over-run (amount) . . . . . $ _____
Expected under-run / over-run (per cent) . . . . . _____

Space to right of this line is for use of Salem Office

Submitted by: /s/ Richard S. Hadding
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. F. Hutman
Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
JUN 3 - 1965
FOR FILING
ER-144(1)
6674

June 2, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
471 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 144 D covering the cost of permanent flood restoration work on the Tyee Ridge Unit - Hilsdale Section of the Dallas - California Highway in Benton and Jefferson Counties, in connection with Federal-Aid Project No. ER-144(1).

This work is necessary because of the damage incurred as a result of the December 1964 flood.

The work consists of placing intermittent sections of asphaltic concrete pavement and type C-11 oil mat surfacing. This work can be done more economically and expeditiously by state forces than by contract noted due to the minor amounts of work at isolated locations. State forces have the equipment, personnel and materials available to do the work now and the use of outside equipment is not anticipated.

The estimated cost of the work is $6,879.33 with Federal participation of $4,127.60.

The work was tentatively recommended for approval by the BPR Area Engineer, as an emergency measure, May 24, 1965. Your approval, under the provision of PPM 20-6.3, as of that date, on an actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: F.D. Morgan
R.N. Chase

LHY:ks

102-1117	Luckiamute R. (Kings Valley) Bridge Sec., Kings Valley Hwy.	1965
6675		

RECEIVED
OCT 5 - 1966
FOR FILING

103-1117
6675

October 4, 1966

United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

A post-final payment for 437.50 will be made to Hamilton Construction Company on Contract No. 6675 for grading, paving and structure on the Luckiamute River Bridge in the City of Kings Valley, in Benton County, as soon as the warrant is prepared.

The total amount paid on this contract will be $129,136.64, including the post-final payment. Of the total $652.82 is for force account work.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

ge

cc: Hamilton Construction Company
Box 1376
Eugene, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
AUG 1 - 1966
FOR FILING
102-1117
6673

August 1, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6673 awarded to Hamilton Construction Company for structure, grading, and paving the Luckiamute River (Kings Valley) Bridge on the Kings Valley Highway in Benton County was completed on May 31, 1966, and accepted by the Highway Commission on July 28, 1966.

Final payment in the amount of $2,869.27 will be released to the contractor after August 8, 1966. The total contract amount is $129,089.14 including $652.82 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc Hamilton Construction Company
Box 1376
Eugene, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JUL 29 1966
FOR FILING
102-1117
6675

July 28, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed May 31, 1966, on Contract No. 6675. The contract was with Hamilton Construction Company and was for structure, grading and paving on the Luckiamute River (Kings Valley) Bridge Section on the Kings Valley Highway in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 28, 1966, and that you concur in this procedure at the Commission meeting on August 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
F. D. Morgan
C. H. Maison
R. D. Asburry

bg:ja

RECEIVED
JUN 3 - 1966
FOR FILING

102 - 1117
661

Salem, Oregon
June 2, 1966

Completion of Contract

Mr. I. D. Merchant
Bridge Engineer

BUILDING

This is to advise you that work was completed on May 31, 1966, on Contract No. 6675, Luckiamute R. (Kings Valley) Bridge (Bridge No. 1133A) Section in Benton County.

We request that your office return a signed copy of this letter indicating acceptance of the contract work, or listing any conditions below which would prevent acceptance of the pro ect by the Highway Commission. The third notification date is May 31, 1966.

L. H. Young
Office Engineer

Bridge Division

Office Endorsement

Dated _____

Conditions noted on above date:

Bridge Engineer

KMR:cr

RECEIVED
AUG 31 1965

COMMISSIONERS
GLENN L. GIBSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

102-1117

6675

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

August 20, 1965

Consumers Power, Inc.
P. O. Box 871
Corvallis, Oregon

Re: Power Line Adjustment
Luckiamute River (Kings Valley) Bridge Section
Kings Valley Highway - Benton County
State Project

ATTENTION: Mr. Dean O. Johnson

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of August 18, 1965, have been approved by the State. You are hereby authorized to proceed with this work as of August 19, 1965. It is understood this estimate is for the State's share (50%) of the total cost of making the necessary power line adjustments on this project.

Prior to beginning work you are requested to do the following:

(1) Please contact Mr. H. C. Johnson, District Maintenance Superintendent, P. O. Box 110, Corvallis 97330, Phone 753-5210, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

(2) Contact Mr. J. L. Davis, Resident Bridge Engineer, 645 S. Second Street, Corvallis 97330, Phone 753-4193, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed subsequent to August 19, 1965, will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
R. D. Asburry
J. L. Davis
H. C. Johnson
F. W. Sugnet

FORM B-152
AUG 18 1965
PORTLAND

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. BAILEY, MEMBER
PASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6675

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 17, 1965

Hamilton Construction Co.
P. O. Box 1376
Eugene, Oregon

Gentlemen:

The State Highway Commission on August 17, 1965, awarded to you State Highway Contract No. 6675 for the following project:

Work on the Luckiamute River (Kings Valley) Bridge Section on the Kings Valley Highway in Benton County.

This award was based on your bid of $135,743.00 which was submitted to the Commission on August 10, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ss

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

ER-130(1)	South Dillard Bridge-Myrtle Grove Sec., Dillard Hwy.(Grad. & Pav.)	1965
#6676		

STATE COPY

Monthly transaction number	FHWA PR-2A (5-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
5-80	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County Douglas
Project report number 7 6676	5-18-66	Project number ER-130(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 24, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 332,235

Revised Federal funds $ 210,802.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18th day of May, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F. B. Klaboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

NOTED
F. B. KLABOE

USCOMM-DC 81120-P63

Oregon State Highway Department

Federal-Aid
Project No. BR-130(1)

STATE FEDERAL-AID SECONDARY ROADS (FAS ROUTES 234, 254 AND 869) IN DOUGLAS COUNTY

(Estimate as a basis for modification of project agreement.) (Price agreements added to contract to allow the State to collect what is expended.)

Salem, Oregon, May 6, 1966

Type Code 6201
S. Dillard Bridge - Myrtle Grove (Sta. 805+95.25 to Sta. 941+40)(Contract No. 6676)

Clearing and Grubbing	All Required		$ 10,000.00
Ditch Excavation, Unclassified	1,020 cu.yd.	$ 2.00	2,040.00
General Excavation, Unclassified	64,400 cu.yd.	0.69	44,436.00
Finishing Roadbed and Slopes	0.23 mile	3,000.00	690.00
Trench Excavation	160 cu.yd.	3.00	480.00
Watering	80 M-gal.	3.50	280.00
3/4"-0 Material in Base	550 cu.yd.	3.85	2,117.50
Stone Base	2,600 cu.yd.	3.20	8,320.00
Class "B" Asphalt Concrete	800 ton	8.50	6,800.00
18-inch Culvert Pipe	300 lin.ft.	6.00	1,800.00
Salvaging Guard Rail	330 lin.ft.	1.25	412.50
Guard Rail - Salvaged Guard Rail	330 lin.ft.	2.50	825.00
Type 2 Fence	100 rod	14.00	1,400.00
			$ 79,601.00

Approved Price Agreements

PA #1	All Required	$ 7,000.00
PA #2	All Required	4,000.00
PA #3	All Required	650.00
PA #4	All Required	128.70
		$ 11,778.70
Flagging (57½ of Contractor's Cost)	All Required	$ 500.00
Seeding and Mulching	All Required	500.00
		$ 1,000.00

Utilities

Work by Pacific Power & Light Co.	All Required	$ 1,128.00
Work by Calif. Pacific Utility Co.	All Required	226.16
		$ 1,354.16
	Subtotal	$ 93,733.86
	Engr. & Cont.	9,373.14
	Total	$ 103,107.00

Type Code 6201
Flood Repair Temporary & Permanent (State Hwy. #230, MP 5.8 - MP 26.46)(State Hwy. #235, MP 0.00 - MP 8.12)(State Hwy. #237, MP 1.5 - MP 3.8)
Temporary

Negotiated Equipment, Labor & Materials	All Required	$142,539.99
State Force Equipment, Labor & Materials	All Required	52,756.12
		$195,296.11

Permanent

State Force Order #3, Dillard Secondary	All Required	$ 1,000.00
State Force Order #2, Dillard Secondary	All Required	2,820.00
State Force Order #1, Dillard Secondary	All Required	3,180.00
State Force Order #1, Tiller - Trail	All Required	23,756.00
		$ 30,756.00
	Engr. & Cont.	3,075.89
	Total	$229,128.00

Length of Roadway- - - - - - - - - 31.8 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Contract #6676)	$103,107.00	$ 65,421.00	$ 37,686.00
Temporary & Permanent Repair	229,128.00	145,381.00	83,747.00
	$332,235.00	$210,802.00	$121,433.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 110-1012, 110-4464, 110-4564, 110-4764, 110-4470, 110-4570, 110-4770, 110-4468, 110-4568, 110-4768

We didn't receive a Phase 1 report for FAS 254; therefore, the quantities and costs relating to this route were taken from the cost records and included with the other two routes. The costs shown on the Phase 1 report for D.M.S. & office staff have been deleted.

S. DILLARD BRIDGE-MYRTLE GROVE SECTION

EB-130(1)

Work by California Pacific Utilities Co.

Materials	$	50.07
Labor		320.00
Transportation		96.00
Salvage		(13.76) cr.
Total	$	452.31
State Share 50%		226.16

Work by Pacific Power & Light Co.

Materials	$	695.00
Labor		789.00
Transportation		74.00
Field and Gen. Engineering, Acctg. & Admin.		314.00
Salvage		(462.00) cr.
Total	$	1,410.00
State Share 80%		1,128.00

STATE COPY

Monthly transaction number: 1-66	PR-2A (Rev. 7-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 5 (6676)	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 12-29-65	County: Douglas
		Project number: ER-130(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 24, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 319,278.00

Revised Federal funds $ 202,579.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of December, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. K. Laboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 61120-P63

Oregon State Highway Department

Federal-Aid
Project No. ER-130(1)

STATE FEDERAL-AID SECONDARY ROADS (F.A.S. ROUTES 234, 254 AND 869) IN DOUGLAS COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices and estimated costs of temporary & permanent repair by State Force & negotiated equipment rental.)

Salem, Oregon, November 23, 1963

Type Code 6201
S. Dillard Bridge - Myrtle Grove (Sta. 805+95.25 to Sta. 941+40)
(Contract No. 6676)

Clearing and Grubbing	All Required			$ 10,000.00
Ditch Excavation, Unclassified	1020	cu.yd.	$ 2.00	2,040.00
General Excavation, Unclassified	64400	cu.yd.	0.69	44,436.00
Finishing Roadbed and Slopes	0.23	mile	3,000.00	690.00
Trench Excavation	160	cu.yd.	3.00	480.00
Watering	80	M-gal.	3.50	280.00
3/4"-0 Material in Base	550	cu.yd.	3.85	2,117.50
Stone Base	2,600	cu.yd.	3.20	8,320.00
Class "B" Asphalt Concrete	800	ton	8.50	6,800.00
18-inch Culvert Pipe	300	lin.ft.	6.00	1,800.00
Salvaging Guard Rail	330	lin.ft.	1.25	412.50
Guard Rail - Salvaged Guard Rail	330	lin.ft.	2.50	825.00
Type 2 Fence	100	rods	14.00	1,400.00
				$ 79,601.00
Flagging (57½ of Contractors Cost)	All Required			$ 500.00
Seeding and Mulching	All Required			500.00
				$ 1,000.00

Utilities

Work by Pacific Power and Light Co.	All Required			$ 1,128.00
Work by California Pacific Utility Co.	All Required			226.16
				$ 1,354.16
			Subtotal	$ 81,955.16
			Engr. & Cont.	8,194.84
			Total	$ 90,150.00

Type Code 6201 (State Hwy. #237, M.P. 1.5 - M.P. 3.8)
Flood Repair Temporary & Permanent (State Hwy. #230, M.P. 5.8 - M.P. 26.46)
(State Hwy. #235, M.P. 0.00 - M.P. 8.12)

Temporary

Negotiated Equipment, Labor and Materials	All Required	$142,539.99
State Force Equipment, Labor and Materials	All Required	52,756.12
		$195,296.11

Permanent

State Force Order #3, Dillard Secondary	All Required	$ 1,000.00
State Force Order #2, Dillard Secondary	All Required	2,820.00
State Force Order #4, Dillard Secondary	All Required	3,180.00
State Force Order #1, Tiller - Trail	All Required	23,756.00
		$ 30,756.00
	Engr. & Cont.	3,075.89
	Total	$229,128.00

Length of Roadway - - - - - - - - - - 31.8 miles (intermittent)

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway (Contract #6676)	$ 90,130.00	$ 57,198.00	$ 32,952.00
Temporary & Permanent Repair	229,128.00	145,381,00	83,747.00
	$ 319,278.00	$ 202,579.00	$ 116,699.00

State Funds for Const.: Chap. 173, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes 110-1012, 110-4464, 110-4564, 110-4764, 110-4470, 110-4570, 110-4770, 110-4468, 110-4568, 110-4768

We didn't receive a Phase 1 report for F.A.S. 254, therefore, the quantities and costs relating to this route were taken from the cost records and included with the other two routes. The costs shown on the Phase 1 report for D.H.S. & office staff have been deleted.

S. DILLARD BRIDGE - MYRTLE GROVE SECTION

ER-130(1)

Work by California Pacific Utilities Co.

Materials		$ 50.07
Labor		320.00
Transportation		96.00
Salvage		(13.76) cr.
	Total	$ 452.31
	State Share 50%	226.16

Work by Pacific Power & Light Co.

Materials		$ 695.00
Labor		789.00
Transportation		74.00
Field and Gen. Engineering, Acctg. & Admin.		314.00
Salvage		(462.00) cr.
	Total	$1,410.00
	State Share 80%	1,128.00

G-1-A11

Oregon State Highway Department

Federal-Aid
Project No. ER-130(1)

STATE FEDERAL-AID SECONDARY ROADS (FAS RT. 234, 254, and 869) IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 16, 1965

Type Code 6201
S. Dillard Bridge-Myrtle Grove (Sta. 805+95.25 to Sta. 941+60)

Clearing and Grubbing	All Required		$ 6,000.00
Ditch Excavation, Unclass.	1020 cu. yd.	3.25	3,315.00
General Excavation, Unclass.	64,400 cu. yd.	0.95	61,180.00
Finishing Roadbed and Slopes	0.23 mile	2000.00	460.00
Trench Excavation	160 cu. yd.	2.50	400.00
Watering	80 M-Gal.	3.00	240.00
3/4" - 0 Material in Base	550 cu. yd.	4.25	2,337.50
Stone Base	2,600 cu. yd.	4.00	10,400.00
Class "B" Asphalt Concrete	800 ton	9.00	7,200.00
18-inch Culvert Pipe	300 lin.ft.	6.00	1,800.00
Salvaging Guard Rail	330 lin.ft.	1.00	330.00
Guard Rail-Salvage Guard Rail	330 lin.ft.	1.00	330.00
Type 2 Fence	100 Rods	9.00	900.00
			$ 94,892.50
Flagging (57½ of Contractor's Cost)	All Required		500.00
Seeding and Mulching	All Required		500.00
Work by Pacific Power and Light Co.	All Required		500.00
			$ 1,500.00
	Subtotal		$ 96,392.50
	10% Engr. & Cont.		9,638.50
	Total		$ 106,031.00

Length of Roadway - - - - - - - - - - - - 0.493 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$106,031.00	$ 67,276.00	$ 38,755.00
Retained in authorized Fund Status (Temporary and permanent restoration not covered by this contract.)	212,969.00	135,129.00	77,840.00
	$319,000.00	$202,405.00	$116,595.00

RECEIVED
SEP 29 1965
FOR FILING

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
9189

FORM PR-2
(REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

9-24-65

STATE: Oregon

COUNTY: Douglas

PROJECT NO.: SR-130(1)

PROJECT REPORT NO.
ER-130(1)
2
6676

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

State Federal-Aid Secondary Roads FAS Rts. 234, 254 and 869.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-25-65	0.493
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 90,150	$ 57,198.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stowe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer SEP 24 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal-Aid
Project No. ER-130(1)

STATE FEDERAL AID SECONDARY ROADS ("AS RT. 234, 254 and 869) IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon, August 27, 1965

Type Code 6201
S. Dillard Bridge-Myrtle Grove (Sta. 805+95.25 to Sta. 941+40)(Contract #6676)

Clearing and Grubbing	All Required		$ 10,000.00
Ditch Excavation, Unclass.	1,020 cu.yd.	2.00	2,040.00
General Excavation, Unclass.	64,400 cu.yd.	0.69	44,436.00
Finishing Roadbed and Slopes	0.23 mile	3000.00	690.00
Trench Excavation	160 cu.yd.	3.00	480.00
Watering	80 M-gal.	3.50	280.00
3/4" - 0 Material in Base	550 cu.yd.	3.85	2,117.50
Stone Base	2,600 cu.yd.	3.20	8,320.00
Class "B" Asphalt Concrete	800 ton	8.50	6,800.00
18-inch Culvert Pipe	300 lin.ft.	6.00	1,800.00
Salvaging Guard Rail	330 lin.ft.	1.25	412.50
Guard Rail-Salvage Guard Rail	330 lin.ft.	2.50	825.00
Type 2 Fense	100 Rods	14.00	1,400.00
	Subtotal		$ 79,601.00
Flagging 57½% of Contractor's Cost)	All Required		$ 500.00
Seeding and Mulching	All Required		500.00
			$ 1,000.00
Utilities			
Work by Pacific Power and Light Co.	All Required		$ 1,128.00
Work by California Pacific Utility Co.	All Required		226.16
			$ 1,354.16
	Subtotal		$ 81,955.16
	10% Engr. & Cont.		8,194.84
	Total		$ 90,150.00

Length of Roadway - - - - - - - - - - - - 0.493 mile
Cost of Roadway per mile - - - - - - - - $182,860.04

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 90,150.00	$ 57,198.00	$ 32,952.00
Retained in Authorized Fund Status (Temporary and permanent restoration	216,500.00	137,369.00	79,131.00
	$306,647.00	$194,567.00	$112,080.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

S. DILLARD BRIDGE MYRTLE GROVE SECTION

ER-130(1)

Work by California Pacific Utilities Co.

Materials	$ 50.07
Labor	320.00
Transportation	96.00
Salvage	(13.76) Cr.
Total	$452.31
State Share 50%	$226.16

Work by Pacific Power and Light Co.

Materials	$ 695.00
Labor	789.00
Transportation	74.00
Field and Gen. Engineering, Acctg. & Admin.	314.00
Salvage	(462.00) Cr.
Total	$1,410.00
State Share 80%	$1,128.00

RECEIVED
JAN 3 - 1966
FOR FILING

ER-130(1)

6676

January 3, 1966

St. Paul Fire & Marine Insurance Company
Pacific Department
200 Mills Building
San Francisco 6, California

Gentlemen:

Contract No. 6676 awarded to Groesbeck-Durbin, Inc., for grading and paving the South Dillard Bridge-Myrtle Grove Section of the Dillard Highway in Douglas County was completed on November 9, 1965, and accepted by the Highway Commission on December 31, 1965.

Final payment in the amount of $4,276.62 will be released to the contractor after January 10, 1966. The total contract amount is $95,392.54 including $3,161.53 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Groesbeck-Durbin, Inc.
P.O. Box 646
Eugene, Oregon

Tromp & McKinley
260 11th Avenue East
Eugene, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 3 - 1965
FOR FILING

ER-130 (1)

6676

December 31, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed November 9, 1965, on Contract No. 6676. The contract was with Greenbeck-Durkin, Inc., and was for grading and paving on the South Dillard Bridge-Myrtle Grove Section of the Dillard Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 31, 1965, and that you concur in this procedure at the Commission meeting on January 25, 1966.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. M. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

mc srb

RECEIVED
DEC 17 1965
FOR FILING

ER-130(1)

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6676

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 973

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 16, 1965

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: J. H. Girvin
Acting District Engineer

SUBJECT: Oregon Project ER-130(1)
State FAS Routes, Douglas County
Emergency repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's November 23, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 31.8 (intermittent) miles of roadway at a total estimated negotiated contract amount of $142,539.00 and State force account work amount of $52,756.00. Estimated emergency fund participation is to be at the regular pro-rata share, or $123,915.00.

Findings regarding nonincidental permanent repairs on the project by State Forces were previously transmitted on April 12 and May 19, 1965. We concurred in the contract award for S. Dillard Bridge - Myrtle Grove Section on August 17, 1965.

REFERRED TO
Young w/encls.
BY ASST. STATE HWY. ENGR.
12-17-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Oregon State Highway Department

STATE FEDERAL-AID SECONDARY [illegible] (F. A. S. ROUTES 234, 754 AND 860) IN DOUGLAS COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices and estimated costs of temporary & permanent repair by State Force & negotiated equipment rental.)

Salem, Oregon, November 23, 1965

Type Code 6201
S. Dillard Bridge - Myrtle Grove (Sta. 805+95.25 to Sta. 941+40)
(Contract No. 6676)

Clearing and Grubbing	All Required			$ 10,000.00
Ditch Excavation, Unclassified	1020	cu.yd.	$ 2.00	2,040.00
General Excavation, Unclassified	64400	cu.yd.	0.69	44,436.00
Finishing Roadbed and Slopes	0.23	miles	3,000.00	690.00
Trench Excavation	160	cu.yd.	3.00	480.00
Watering	80	M-gal.	3.50	280.00
3/4"-0 Material in Base	550	cu.yd.	3.85	2,117.50
Stone Base	2,600	cu.yd.	3.20	8,320.00
Class "B" Asphalt Concrete	800	ton	8.50	6,800.00
18-inch Culvert Pipe	300	lin.ft.	6.00	1,800.00
Salvaging Guard Rail	330	lin.ft.	1.25	412.50
Guard Rail - Salvaged Guard Rail	330	lin.ft.	2.50	825.00
Type 2 Fence	100	rods	14.00	1,400.00
				$ 79,601.00
Flagging (57½% of Contractor's Cost)	All Required			$ 500.00
Seeding and Mulching	All Required			500.00
				$ 1,000.00

Utilities

Work by Pacific Power and Light Co.	All Required	$ 1,128.00
Work by California Pacific Utility Co.	All Required	226.16
		$ 1,354.16
	Subtotal	$ 81,955.16
	Engr. & Cont.	8,194.84
	Total	$ 90,150.00

Type Code 6701 (State Hwy. [illegible])
Flood Repair Temporary & Permanent (State Hwy. [illegible])
(State Hwy. #235, M.P. 0.00 - M.P. 5.11)

Temporary

Negotiated Equipment, Labor and Materials	All Required	$142,533.99
State Force Equipment, Labor and Materials	All Required	52,762.12
		$195,296.11

Permanent

State Force Order #3, Dillard Secondary	All Required	$ 1,000.00
State Force Order #2, Dillard Secondary	All Required	2,[illegible].00
State Force Order #3, Dillard Secondary	All Required	3,[illegible].00
State Force Order #1, Tiller - Trail	All Required	23,[illegible].00
		$ 30,[illegible].00
	Engr. & Cont.	3,075.89
	Total	$229,128.00

Length of Roadway - - - - - - - - - 31.8 miles (intermittent)

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway (Contract #6676)	$ 90,150.00	$ 57,198.00	$ 32,952.00
Temporary & Permanent Repair	229,128.00	145,381.00	83,747.00
	$ 319,278.00	$ 202,579.00	$ 116,699.00

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes			
	110-1012	110-4470	110-4468
	110-4464	110-4570	110-4568
	110-4564	110-4770	110-4768
	110-4764		

Type Code 6^01 (State Hwy. [illegible])
Flood Repair Temporary & Permanent (State Hwy. [illegible])
(State Hwy. #235, M.P. 0.00 - M.P. 6.11)

Temporary

Negotiated Equipment, Labor and Materials	All Required	$142,530.99
State Force Equipment, Labor and Materials	All Required	52,756.12
		$195,286.11

Permanent

State Force Order #3, Dillard Secondary	All Required	$ 1,000.00
State Force Order #2, Dillard Secondary	All Required	2,820.00
State Force Order #3, Dillard Secondary	All Required	3,1[illegible]
State Force Order #1, Tiller - Trail	All Required	23,[illegible]
		$ 30,75[illegible]
	Engr. & Cont.	3,075.[illegible]
	Total	$239,12[illegible]

Length of Roadway - - - - - - - - - - 31.8 miles (intermittent)

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway (Contract #6676)	$ 90,150.00	$ 57,198.00	$ 32,952.00
Temporary & Permanent Repair	229,128.00	145,381,00	83,747.00
	$ 319,278.00	$ 202,579.00	$ 116,699.00

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes 110-1012, 110-4404, 110-4564, 110-4764, 110-4470, 110-4570, 110-4770, 110-4468, 110-4568, 110-4768

We didn't receive a Phase 1 report for F.A.S. 254, therefore, the quantities and costs relating to this route were taken from the cost records and included with the other two routes. The costs shown on the Phase 1 report for D.M.S. & office staff have been deleted.

S. DILLARD BRIDGE - MYRTLE CREEK

38-120(1)

Work by California Pacific Utilities Co.

Materials		$ 50.07
Labor		320.00
Transportation		96.00
Salvage		(13.76) cr.
	Total	$ 452.31
	State Share 50%	226.16

Work by Pacific Power & Light Co.

Materials		$ 695.00
Labor		789.00
Transportation		74.00
Field and Gen. Engineering, Acctg. & Admin.		314.00
Salvage		(462.00) cr.
	Total	$1,410.00
	State Share 80%	1,123.00

RECEIVED
DEC 8 - 1965
FOR FILING

FORM S-30 SOM 5-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 2, 1965

Project ER-130(1)
To
file 6616

SUBJECT: ER Projects

To:

Mr. Tom Edwards
Assistant State Highway Engineer

B u i l d i n g

Following last year's storm there was a total of 173 ER projects on which repairs were to be made by the Maintenance Division. These projects were in addition to those handled by contract through the Construction Division.

At this time there are 5 of the Maintenance projects which are not completed. These projects are as follows:

1. Harrisburg Bridge Revetment which is being done as a negotiated contract is estimated to be completed by January 31, 1966. This project was not started until October 25, 1965, due to difficulties involved in getting the Bureau to approve the project.

2. Wiley Creek drift removal which is being completed by a negotiated contract in connection with the drift removal project on the remainder of the creek which is being supervised by the Fish Commission. The estimated completion date is January 15, 1966.

3. Greyback Creek Bridge on the Oregon Caves Highway. Materials are all on hand. Due to the pressure of other work bridge crews were not assigned to this project until recently. Estimated completion date for this work is January 15, 1966.

4. South Dillard Bridge repair will be completed by December 8, 1965.

NOTED
TOM EDWARDS

5. Rogue Valley slope protection. This work was originally scheduled on a contract and recently it was elected to remove this work from the formal contract and do same by negotiated contract. Bids have been taken and work will start immediately. Estimated completion date is January 1, 1966.

E. S. Hunter
Maintenance Engineer

ESH:je

RECEIVED
DEC 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 22 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

ER-130(1)

6676

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE
G. E. ROHDE
CHIEF ... COMMISSIONER

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 1, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 9, 1965, on Contract No. 6676, S. Dillard Br.-Myrtle Grove Section, in Douglas County, in connection with Federal-Aid Project No. ER-130(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

REFERRED TO
By Asst. State Hwy. Engr.
12-21-65

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: December 13, 1965

Conditions noted on above date:

Final Inspection made on November 24, 1965, project satisfactorily completed.

PVR:jmw

RECEIVED
DEC 21 1965
OFFICE
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By: M. E. Martin, District Engineer

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION		WEEK ENDING: Nov. 19, 1965
		SECTION PREFIX: 110-1012
HIGHWAY: Dillard		COUNTY: Douglas
NAME OF JOB: S. Dillard Br.-Myrtle Grove	KIND OF WORK: Grading & Paving	
CONTRACTOR: Groesbeck & Dubbin	CONTRACT NUMBER: 6676	FEDERAL AID PROJECT NUMBER: ER-130(1)
DATE OF CONTRACT: Aug. 17, 1965	DATE WORK STARTED: Aug. 17, 1965	ESTIMATED COMPLETION DATE: Nov. 9, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: Nov. 15, 1965	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $105,527.82		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 99,039.74	ENGINEERING AUTHORIZATION $ 6,488.08	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 96,065.58	ENGINEERING COST TO DATE $ 7,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.0 %	PERCENT OF AUTHORIZATION 108 %	DATE PROJECT WAS COMPLETED: Nov. 9, 1965

NOTED
F B. KLABOE

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.27	0.27			0.27
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.27	0.27			0.27
TOTAL ESTIMATED QUANTITIES (CONTRACT)	64,400 cy	3,150 cy			800 t.
TOTAL QUANTITIES CORRECTED TO DATE	67,729 cy	3,132 cy			842 t.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	67,729 cy	3,132 cy			842 t.
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Complete	Complete			Complete
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				Project Complete
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity. Project complete.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project has been accepted at Division Level by Mr. Carl Williams, subject to B.P.R. inspection. Final Report

SIGNED W. E. Gunderson LOCATION Box 1128, Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
NOV 3 1965

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

ER-130(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 2, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-130(1)
S. Dillard Br.-Myrtle Grove Sec.
of the Dillard Highway
State Force Order No. 4

Reference is made to your letter dated November 1, 1965 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

REFERRED TO
By Asst. State Hwy. Engr.
11-5-65

RECEIVED
NOV 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date OCT 25 1965 By ME Muir
Title Dist. Engineer
U.S. Bureau of Public Roads

Order No. 4

Project Name S. Dillard Br.-Myrtle Grove Date Oct. 18, 1965

Highway Dillard Contract No. 6676 F. A. Project No. ER-130(1)

County Douglas Prefix 110-1012-900 Account No. 224 and 238-04

J.A.H.

Description of Work To Be Done:

Seeding and Mulching of Slopes

Location by Station Numbers:

Throughout Project (1.2 Acres)

Estimate of Quantities and Costs:

Seeding and Mulching - - - - - $500.00

Explanation:

This work allowed as additional anticipated item on contract.
This work has not yet begun.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$91,328.62
Present estimate of project cost, including $500.00 for work under this order	$105,700.08
Expected under-run / over-run (amount)	$14,461.46
Expected under-run / over-run (per cent)	15.85

Space to right of this line is for use of Salem Office

Submitted by: /s/ K. D. Limbocker, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
NOV 2 - 1965

Form CD-121 (11-63) (Pres. by A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 28, 1965

In reply refer to: 08-35.DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: ME Martin
M. E. Martin
District Engineer

SUBJECT: Oregon ER-130(1)
South Dillard Bridge-Myrtle Grove Sec.
of Dillard Highway
State Force Order No. 3

Reference is made to your letter dated October 21, 1965 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. Negotiations with contractor failed to arrive at an equitable or reasonable price.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

Attach.

REFERRED TO
Young Wkmd.
BY ASST. STATE HWY. ENGR.
11-1-65

RECEIVED
OCT 2 - 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-108—8M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date OCT 13 1965 By ME Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Order No. 3

Project Name So. Dillard Bridge-Myrtle Grove Date October 11, 1965

Highway Dillard Secondary Contract No. 6676 F. A. Project No. ER-130(1)

County Douglas Prefix 110-1012 Account No. 264

Description of Work To Be Done:

To install gate as per the right of way agreement with Kenneth W. & Alice C. Kruckenburg, File No. 38111.

Location by Station Numbers:

Lt. of Statinn "L" 807+10

Estimate of Quantities and Costs:

Install 1, 16' x 48" gate, Lump Sum $125.00

Net cost to project - - - - - $125.00

Explanation:

Installation made necessary by R/W agreement following preparation of the contract. The contractor quoted a price of $200.00 which is unrealistic.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 91,238.62
Present estimate of project cost, including $ 125.00 for work under this order	$ 105,700.08
Expected ~~under-run~~ over-run (amount)	$ 14,461.46
Expected ~~under-run~~ over-run (per cent)	15.85

Space to right of this line is for use of Salem Office

Submitted by: /s/ K. D. Limbocker, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young, ~~Assistant State Highway Engineer~~ Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
OCT 5 - 1965
FOR FILING

EA - 130 (1)

6676

October 4, 1965

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6676, the South Dillard Bridge-Myrtle Grove grading and paving project on the Dillard Highway in Douglas County, is anticipated. Groesbeck-Durbin, Inc. of Eugene is the contractor. The original project authorization was $91,238.62. The present anticipated cost is $105,527.82, indicating an overrun of $14,289.20 or 15.66 percent.

The major reason for this overrun is due to slide correction work on a slide which occurred when the project was almost completed. This work, amounting to $14,650, was covered by an Extra Work Order and Price Agreements.

This request for an additional authorization will be presented to you at the November 4 Commission meeting and we recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

DES:jkk fn

FORM H-80 BOM 3-65 SP*0470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 23, 1965

SUBJECT: Overrun of Project Authorization
S. Dillard Br.-Myrtle Grove Sec.
Dillard Highway
Contract No. 6676

To: Mr. F. B. Klaboe
Assist. State Highway Engineer

BUILDING

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading and paving is under contract to Groesbeck-Durbin, Inc., of Eugene. The original project authorization was $91,238.62. The present anticipated cost is $105,527.82, indicating an overrun of $14,289.20 or 15.66%.

The major reason for this overrun is due to slide correction work required in connection with a slide which occurred when the project was almost completed. This slide work was covered under Extra Work Order No. 3 and Price Agreement Nos. 1, 2 and 3 and totaled $14,650.00.

It is recommended that the project authorization be increased by $14,289.20, from $91,238.62 to $105,527.82.

Rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:jkk
Attach.

cc: L. H. Young

RECEIVED
SEP 27 1965
OFFI
STATE

RECEIVED
NOV 17 1965

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

FR 136(7)

Project Name 39. Dillard Bridge - Myrtle Grove Date Sept. 20, 1965

Highway Dillard Contract No. 6676

County (17) Douglas Kind of Work Grading & Paving Contractor Greenbeck & Durbin

Contract Amount $79,601.00

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
Item # 2, Ditch. Exc. Unclass.	594cy	$2.00	$1,188.00
Item #12, Salvage & Reinstall Guardrail	220 LF	2.50	550.00
Item #13, Type 2 Fence	15 Rd	14.00	210.00

Minor items, unitemized algebraic total ____

Subtotal $81,549.00

Approved work orders (Price, extra work and state force orders) $18,235.16

Expected over-runs and under-runs in work orders:	Amount
Major items, itemized:	
S.P.O. #2, Adjust Utilities	- 1,585.16

Minor items, unitemized algebraic total ____

Subtotal $98,199.00

Authorization for engineering $6,488.08

Expected over-run or under-run of engineering authorization $0.00

Costs not included above (explain) $0.00

Allowance for future contingencies (4.5 % of work remaining) $840.74

Credits to come from transfers and deductions $0.00

Present estimate of project cost $105,527.82

Brief Statement of principal causes of over-run: E.W.O. #3, Pioneering & Clearing $3,000.00, P.A. #1, 2 & 3, Slide Correction $11,650.00, Item No. 13, Additional Fence due to Slide. Item #2 & 13, correction of estimate of materials involved based on field measure.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$91,238.68
Present estimate of project cost	$105,527.82
Expected over-run (Amount)	$14,289.20
Expected over-run (per cent)	15.66

Space to right of this line is for use of Salem office.

Submitted by: [signature] Resident Engineer

Confirmed by: [signature] Division Engineer

Noted by: [signature] Construction or Bridge Engineer

Noted by: [signature] Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
SEP 27 1965
FOR FILING

Form E-200—6M
ER-130(1)
6676

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 21 1965 By ME Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name South Dillard Bridge-Myrtle Creek Date Sept. 10, 1965
Highway Dillard Contract No. 6676
County Douglas Prefix 110-1012
Contractor Durbin & Groesbeck, Inc. F. A. Project No. ER-130(1)
Address PO Box 646, Eugene, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

To provide, equip and maintain adequate flagging for the protection of the motoring public. Reinbursement will be made to the contractor as specified in the contract.

Location by station numbers:

Throughout the project as required.

Estimate of quantities and cost:

Flagging, State's Share - - - - - - - - - - - - - - - - $500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

In order to provide adequate flagging, the State shares the expense of the operation, thereby allowing the State to control the operation.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 91,238.62	
Present estimate of project cost, including $ 500.00 for work under this order	$ 92,413.08	
Expected ~~under-run~~ over-run amount	$ 1,174.46	
Expected ~~under-run~~ over-run per cent	1.29%	

Submitted by: /s/ K. D. Limbocker, Resident Engineer

Approval Recommended: /s/ John A. Bond, For Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved /s/ L. H. Young, ~~Executive Engineer or~~ Assistant State Highway Engineer Office

State Printing 9-23-65

RECEIVED
SEP 27 1965
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 13 1965 By ME Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

ER-130(1)
6676

Project Name South Dillard Bridge-Myrtle Grove — Date Sept. 10, 1965
Highway Dillard — Contract No. 6676
County Douglas — Prefix 110-1012
Contractor Groesbeck and Durbin — F. A. Project No. ER-130(1)
Address PO Box 646, Eugene, Oregon — Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

To clear and pioneer the slide area that has developed on this section. Negotiations are now in progress for Price Agreements covering the removal of the slide material and the placement of rock slide protection.

Location by station numbers:

"L" 812 - 816

Estimate of quantities and cost:

Equipment Rental	$2,000.00
Labor	1,000.00
Total	$3,000.00

Net cost to the project is $3,000.00.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This work not anticipated on the contract. An Extra Work Order is the most feasible method of handling the work. All work performed to be in compliance with applicable specifications. No work has been started. Telephone approval is requested due to the tight scheduling of the project.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 91,238.62
Present estimate of project cost, including $ 3,000.00 for work under this order	$ 92,413.08
Expected ~~under-run~~ over-run amount	$ 1,174.08
Expected ~~under-run~~ over-run per cent	1.29%

Space to right of this line is for use of Salem Office

Submitted by: /s/ K. D. Limbocker, Resident Engineer

Approval Recommended: /s/ John A. Bond For Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved /s/ L. H. Young ~~State Highway Engineer~~ Office Engineer

State Printing 9-23-65

XERO COPY XERO COPY XERO COPY XERO COPY

FORM CD-121 (12-63) Prep. by A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

ER-130(1)

6676

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 2, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
08-35.2-DB Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-130(1), S. Dillard Br.-Myrtle Grove Section
Pacific Power and Light Company Utility Adjustments

Our memorandum dated July 26, 1965 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letters dated July 20 and 21, 1965, furnished with the P.S. & E. documents for the physical construction, and the above-mentioned utility's letter dated August 4, 1965, as well as the plans and estimates for the power line and transmission line adjustments furnished therewith and transmitted with Mr. Litchfield's letter dated August 10, 1965.

The addition of the subject utility as a minor program change as evidenced by the P.S. & E. estimate is hereby approved.

You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

RECEIVED
SEP 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

9

RECEIVED
SEP 23 1965

Form F-100-6M ER-130(1)

6611

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 3 1965 By M E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name S. Dillard Br.-Myrtle Grove Date Sept. 2, 19 65

Highway Dillard Contract No. 6676

County Douglas Prefix 110-1012

Contractor Groesbeck-Durbin, Inc. F. A. Project No. ER-130(1)

Address P. O. Box 646, Eugene, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

To restore and reshape shoulders

Location by station numbers:

930 to 940

Estimate of quantities and cost:

Equipment Rental	$ 360.00
Labor	140.00
Total	$ 500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Shoulders damaged by Dec. 1964 flood. Eroded material will be replaced and reshaped in the shoulder and fill areas.
Work has not been started. EWO 930-40. Telephone approval 9-3-65.
BPR & Const. Office

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 91,238.62
Present estimate of project cost, including $ 500.00 for work under this order	$ 91,238.62
Expected under-run / over-run amount	$ 0.0
Expected under-run / over-run per cent	0.0

Space to right of this line is for use of Salem Office

Submitted by: /s/ K. D. Limbocker, Resident Engineer

Approval Recommended: /s/ John A. Bond, For Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Young 9-23-65

RECEIVED
AUG 25 1965

Form CD-M1 (11-63) (Pres. by A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

ER-130(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6676

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 20, 1965

In reply refer to: 08-35.2-EC

SUBJECT: Oregon Project ER-130(1)
S. Dillard Br.-Myrtle Grove Section
Grading and Paving

As requested in Mr. Young's letter of August 18, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of August 17, 1965 in the award of contract No. 6676 to GROESBECK-DURBIN INC. of Eugene, Oregon, low bidder in the amount of $79,601.00 at the August 10, 1965 bid opening.

REFERRED TO
[illegible] HWY. ENGR.
8-25-65

RECEIVED
AUG 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 19 1965
DIVISION 6

August 18, 1965

6676

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of August 12, 1965 is requested in the award of contract for the S. Dillard Br.-Myrtle Grove Section, Project No. ER-130(1).

The contractor receiving the award is Groesbeck-Durbin Inc. of Eugene in the amount of $79,601.00 with the Contract No. 6676 assigned. This bid was received on August 10, 1965 and awarded August 17, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:cd

FORM E-123

RECEIVED
AUG 18 1965
FOR FILING

COMMISSION
GLENN D. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEN

Ex. 1 (1)

6676

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 17, 1965

Crossbeck-Durbin, Inc.
P. O. Box 646
Eugene, Oregon

Gentlemen:

The State Highway Commission on August 17, 1965, awarded to you State Highway Contract No. 6676 for the following project:

Grading and paving on the South Dillard Bridge-Myrtle Grove Section of the Dillard Highway in Douglas County.

This award was based on your bid of $79,601.00 which was submitted to the Commission on August 10, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
JUL 29 1965

Form DO-12 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-130 (1)

KLHARDE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
6676 Salem, Oregon

DATE: July 26, 1965

In reply refer to: 08-35.2-DB

FROM : 30(1)
A. W. Parsons, Division Engineer
Salem, Oregon

By: ME Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-130(1)
S. Dillard Br.-Myrtle Grove Section
Grading and Paving

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project as indicated in Mr. Oakes' July 23, 1965 report except for the following:

File No. 37957 - FEERO

We understand that condemnation proceedings are in process and that the property will be cleared before the date of bid opening. This outstanding file should be made available for occupancy and contractor's use prior to our concurrence in award.

Authorization to proceed with utility adjustments included in your estimate is being withheld since the plans and estimate therefor have not been furnished; however, these documents must be furnished prior to our concurrence in award. It should be understood that you may be obligated to the contractor, but Public Roads must, of course, consider that you have certified that the status of these matters is such that delays should not result. Appropriate credits should be made in Public Roads participation for the liquidated damages involved in non-approved time extensions.

Mr. Young's July 22, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

NOTED
S. P. KLABOE

REFERRED TO
Young W/Ltr.
BY ASST. STATE HWY. ENGR. 7-29-65

RECEIVED
JUL 27 1965

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

316-1709 Culver (5th & B) Sec. City St. (Grade, stone base & oiling) 1965

6677

Sp. State Tax Street Fund 116

SCA

FORM S-90 5M 10-61 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
June 27, 1966

RECEIVED
JUN 28 1966
ENGINEER
COUNTY & CITY DIVISION

SUBJECT: Culver ("B" St. & 5th Ave.)
Contract No. 6677

To:

Mr. H. S. Cox
County and City Engineer
State Highway Department
Salem, Oregon

NOTED
H. S. COX

Forwarded herewith is State Force Order No. 1 written against subject project, even though this project has been completed for quite some time. After our meeting with Representative Sam Johnson and members of the City Commission, Mr. Warfield attended the next City Council meeting. Mr. Johnson was quite abusive in his statements towards the Department and felt that the City should not let the State off the hook by installing the culvert as we had discussed. Mr. Johnson felt that the State should have given more consideration to City planning, and, in effect, provide them with a development design. He had a man from the University of Oregon advise the people of the possibility of obtaining federal money for a complete survey, with a resulting plan for Urban development. Mr. Warfield told them what we were willing to do and it was left at that stage with no decision being made.

A 16 .8 / 12.8

At a later date Mr. Warfield and I contacted Mayor Huntley, who advised us that cooler heads had prevailed, that they want no part of the engineering plan and that the installation of the culvert they felt would give them a satisfactory road. In fact, he said they had a good street. I then advised him that we would proceed with the installation of the culvert as soon as we possibly could, after the order was approved.

I am forwarding this order through you so that you can lay the ground work for those who must necessarily sign the order and re-activate the prefix.

NOTED
HAROLD
REYNOLDSON

J. F. Putnam
Division Engineer

NOTED
RICHARD UNREIN

6-28-66

JFP:me
Encls.
cc: R. H. Clark

Original sent for processing to F.D. Morgan.
Copy of Letter & Memo to Sipprell

NOTED
R. H. PRANGE

Note! See Letter of March 22, 1966 for costs

Si

NOTED
DON HARWELL

Form A-106—826

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

NOTED
RICHARD UNREIN

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Culver ("B" St. & 5th Ave.) Date June 21, 1966, 19

Highway City Streets Contract No. 6677 F. A. Project No. State

County Jefferson Prefix 316-1709 Account No. 231-01

Description of Work To Be Done:

Install culvert pipe to relieve drainage problem caused by raising grade on 5th Ave. during recent construction.

Location by Station Numbers:

6+29

Estimate of Quantities and Costs:

Materials.	$ 265.00
Labor & Equipment.	235.00
	$ 500.00

Explanation:

This project is completed. This pipe is being installed at the request of the City of Culver.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 14,889.37
Present estimate of project cost, including $ 500.00 for work under this order	$ 14,550.45
Expected under-run (amount)	$ 338.92
Expected under-run (per cent)	2.28

Space to right of this line is for use of Salem Office

Submitted by: R. H. Clark R. H. Clark
Resident Engineer

Approval Recommended: J. W. Lutterman
Division Engineer

Approval Recommended: .....
Construction Engineer or Bridge Engineer

Approved: .....
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

FORM [illegible] SP*19103-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

June 8, 1966

To: MEMO TO THE FILES

SUBJECT: City Council Meeting
Culver, Oregon

Last night I attended a meeting of the City Council of Culver in regard to complaints on the city job that was done last summer.

Mr. Sam Johnson attended this meeting and without his help I think it would have been very simple. I gave the City the information in regard to installing a 24-inch squash pipe across the street if they would give us a letter stating that this would make the job satisfactory.

The Council said that they had not had an opportunity to look this situation over or discuss it but would write us as soon as they did have.

During some of the discussion, Mr. Johnson said the City should not accept this offer at this time as there have been some threats of litigation and we should not be relieved of our obligation. I told Mr. Johnson that we did have a letter from the City accepting the job. I did this to let him know that if there was litigation the city would be involved.

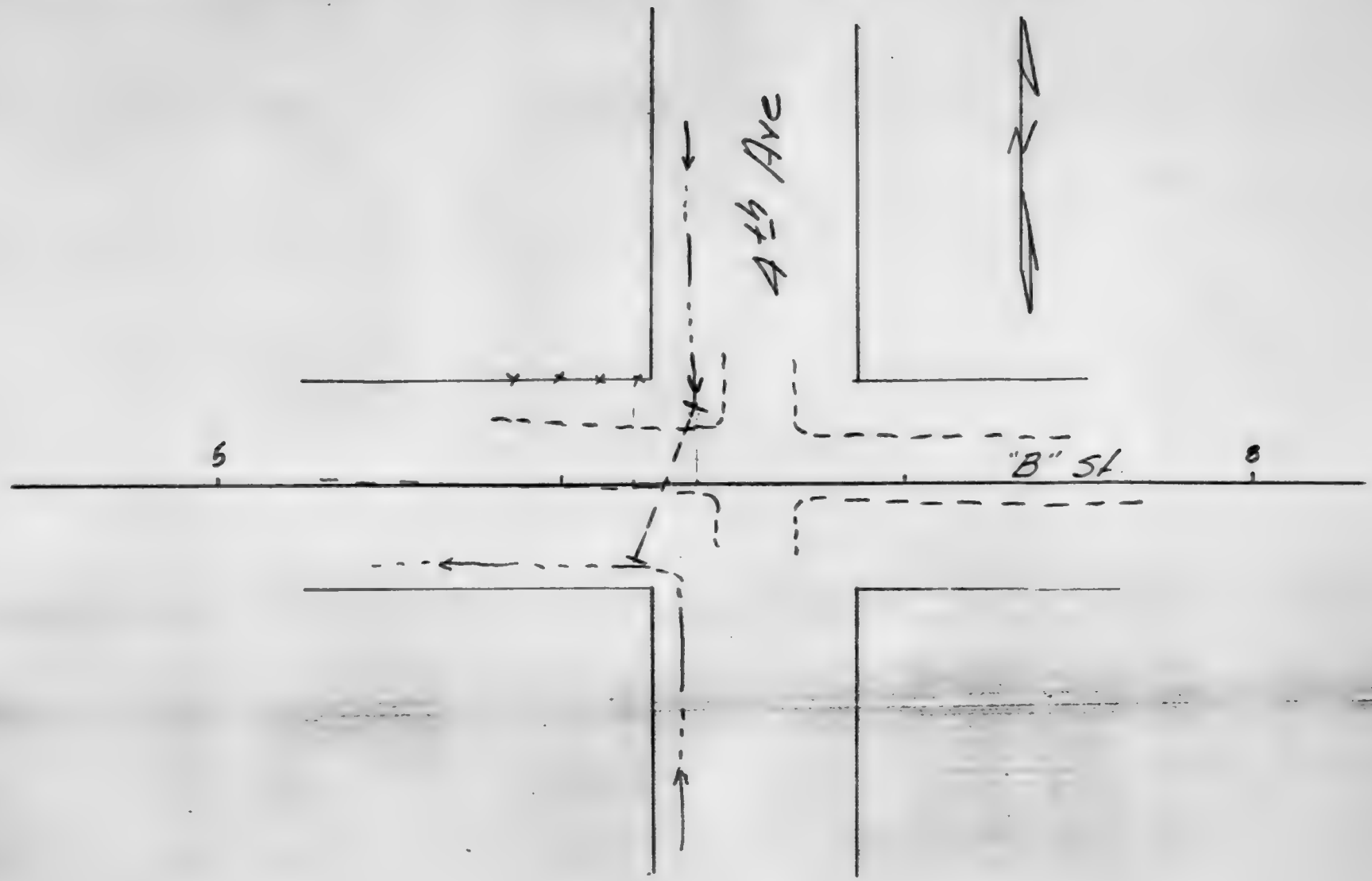
This morning I called Mayor Huntley to assure him that we were not trying to back out of any obligation but it sounded like may be Mr. Johnson was trying to get something started. Mayor Huntley felt the same way but thought everything could be worked out if some of us could come up and talk to he and the Council without the extra people that were at the meeting last night. I told him we would try to arrange a meeting in the near future.

L. H. Warfield
Assistant Division Engineer

LHW/ft

NOTED
RICHARD UNREIN

NOTED
DON HARWELL



6+29
Inst. 24" Culv. 50'
Tr. Exc. 20 C.Y.

City of Culver
Intersection of
4th Ave & "B" St.

NOTED
RICHARD UNREIN

OREGON STATE HIGHWAY DEPARTMENT

316-1701

FROM: H.S. Cox

SUBJECT: FILING
Addition Spec. Culvert

TO: F.B. Klaboe.

DATE: 6-3-66

The proposed pipe across 12" St (westerly side of 4th) will act as equalizer.

754 Finish grade at proposed site is El. 2626
734 Ditch El. 2623 (South side of 12' St)
El. ground North side of 12' St approx 2624
This will allow for installation of 29x18 Arch Type pipe with 1½ Cover

Estimate: 44 Lin. Ft 29x18" Arch Type pipe @ 8.25 = $363.00
15 Cy. Trench Exc @ 3.00 = 45.00
Replace Oil Mat Lump Sum = 92.00
Total Estimate 500.00

NOTED
F. B. KLABOE

(SIGNATURE)

PLEASE REPLY HERE

6/7/66
Contractor to be notified copying this on anticipated cost. Copy to Maint.
FBK.

CC: _____ (SIGNATURE) _____ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 2 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

3

MEMO TO FILES
May 25, 1966

RE: Special City Allotment Project
City of Culver

Monday, May 23, at 9 a.m., Jim Putnam and I met with Sam Johnson (State Representative), Joseph Huntly (Mayor), Curtis Moseley (Councilman), and Rex Barber (Secretary of Culver Chamber of Commerce), in the city hall at Culver, Oregon.

Purpose of this meeting was to explain the workings of the Special City Allotment program and to investigate complaints of the project as built on "B" Street (from 5th Street to state highway) and on 5th Street (from "C" to "B" Street) for a total of 5 blocks.

I first presented a history of this project, explaining that the City had no money and the job had to go for less than $20,000. For this reason an O-11 oil mat was used instead of A.C. pavement and cinder was used instead of crushed rock.

There appears to be only one big complaint - namely, the road is too high, particularly in the vicinity of 4th and "B" Streets. Occasionally (so they told us) this area floods, with the main force of the water coming in from the south. When this occurred prior to the project improvement the water went back and forth over the road. The drainage for this area is a ditch running north on 4th to "B," west on "B" to 5th, across 5th and going northwest for some distance before going under the Oregon Trunk railroad. Full flow from this ditch goes through at least 3 separate 24" culverts prior to crossing the railroad. Fear is now expressed that when the next flood comes the area between 5th and 3rd and for an unknown distance to the south will be flooded because the water can no longer flow over "B" Street. Pointing out that the outfall was inadequate seemed of no avail. The Mayor and Councilman Mosely thought a culvert (24") would be necessary on the west side of 4th (crossing "B" Street) to drain any water northerly of "B" Street and to act as an equalizer to both sides of "B" Street. Mr. Putnam told them that if they would place the pipe he would repair the oil mat. (Culver has no equipment for such repair.)

Mr. Johnson made some snide remarks to the effect that department experts had failed to properly investigate the drainage and to provide for same. The State delegates <u>did not</u> retort that the City completely failed to mention this problem in their project data report. The Mayor and Councilman Mosely did, however, say that they completely forgot about the drainage.

<u>Impressions</u>

I feel that Mr. Barber (Secretary of Chamber of Commerce) is instigating these complaints although he is not on the City Council.

Mayor Huntly and Councilman Mosely were most friendly and seemed rather embarrassed about the whole thing.

It would appear that an arch type pipe equal to a 24" culvert could be placed across "B" Street on the west side of 4th to equalize any flood waters. I would even suggest that the total cost might be borne by the State because the Commission approved an expenditure of $20,000 for this project and the actual expenditure was $13,888.70.

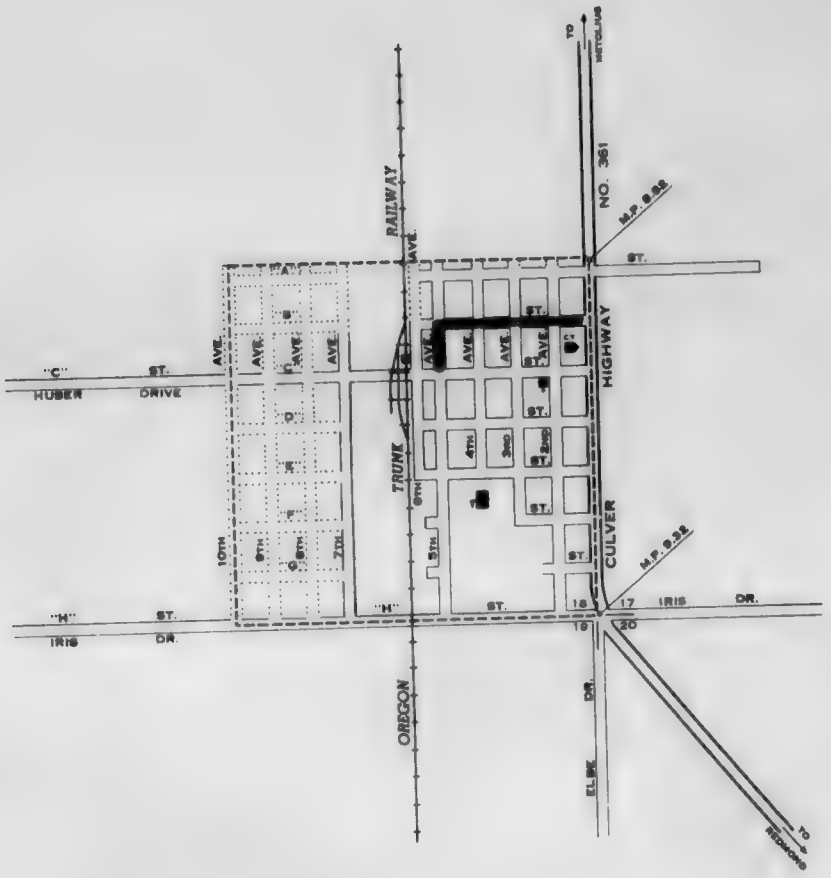
There will be a Council meeting June 7 and County-City Division will be advised as to action taken by and through this meeting.

H. S. Cox
H. S. Cox
County & City Division Engineer

HSC:mm

cc: J. F. Putnam
T. B. Klaboe
R. L. Porter

RECEIVED
MAY 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER



SIGNED ROUTES

INTERSTATE

U.S.

ORE.

LEGEND

- Post Office
- Public Bldg.
  - CY – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- School
- R. R. Depot

Street open for travel.

Street dedicated but not open.

City Limits.

CULVER

JEFFERSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 384

Scale in Feet

Revised August 1968

FORM E-30 3ON 10-65 SP°33401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1966

SUBJECT:

To: MEMO TO FILE

On this date, State Representative Sam Johnson from Redmond telephoned and stated that the City of Culver is unhappy over a City Allotment job that was performed by this Department last year.

The complaint seems to be that the grade of the improvement is not satisfactory to the City officials. Mr. Johnson asked that Si Cox meet with him and the City Council on June 7 and he requested that Mr. Cox contact him as soon as possible to discuss the details.

I told Mr. Johnson I would have Mr. Cox call him as quickly as possible. His number is 548-2014, Redmond.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
R. B. Sipprell

Meeting set up
May 23, 9:00 a.m.
(Putnam will attend also)

SCA

OREGON STATE HIGHWAY DEPARTMENT Date March 22, 1966

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT Program Year 1965

Contract # 6677 Prefix 316-1709 Survey Prefix 316-1450

Street "B" Street and Fifth Avenue

City Culver

Payments to Contractor ...(see attached voucher).....	$ 13,150.45	
Reconstruct Culvert (231)	454.68	9-6-68
Engineering and Contingencies.....	738.25	
Survey...(Total = $734.22) City's pro rata share	—	
TOTAL.....	$ ~~13,888.70~~	14,343.38
Agreed State Share	~~13,888.70~~	14,343.38
Agreed City Share	$ —	
City Advance Deposit	$ —	

Reference: Outside Billing none

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: JEFFERSON | CONTRACT NO.: 6677 | ESTIMATE NO.: 2 F

HIGHWAY: CITY ST | FEDERAL AID PROJECT NO.:

SECTION: CULVER /8 ST & 5TH AVE/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DAT
001	WATERING		M-GALS	5.0000	204.
002	MOTOR GRADER		HRS	20.0000	18.
003	GRID-ROLLED CINDERS	IN BASE	CU YDS	1.5000	3,684.
004	3/4 IN-0 MAIL IN	LEVELING COURSE	CU YDS	5.0000	400.
005	3/4 IN-0 AGGREGATE IN	PRIME COAT	CU YDS	10.0000	30.
006	RC-250 ASPHALT IN	PRIME COAT	TONS	80.0000	5.
007	AGGREGATES IN ASPHALT	PLANT MIX	CU YDS	9.0000	220.
	PRICE AGREEMENT ITEMS				
30101	REPLACES ITEMS 8 & 9 WITH 200-300 ASPHALT		TON	70.0000	20.
	FORCE ACCOUNT ITEMS				
331 F	FLAGGING				

DATE: 07/24/65 — 6677

PREVIOUS VOUCHER NO: 8774

CHECKED BY: C/m

ENGINEER OR AUDITOR: R. H. Clark

TOTAL CONTRACT ITEM

____ % RETAINED ON CONTRACT ITEM

FORCE ACCOUN

TOTAL PAYMENT

	CONTRACT NO. 6677	ESTIMATE NO. 2 Final	PREFIX NO'S.
	FEDERAL AID PROJECT NO.		316-1709-204 (41) 646.75 Dr.
5TH AVE/			

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
M-CALS	5.0000	204.000	1,020.00	1,020.00	
HRS	20.0000	18.000	360.00	360.00	
CU YDS	1.5000	3,684.000	5,526.00	5,526.00	
CU YDS	5.0000	400.000	2,000.00	2,000.00	
CU YDS	10.0000	30.000	300.00	300.00	
TONS	80.0000	5.850	468.00	468.00	
CU YDS	9.0000	220.000	1,980.00	1,980.00	
TON	70.0000	20.530	1,437.10	1,437.10	
			59.35	59.35	
TOTAL CONTRACT ITEMS			13,091.10	13,091.10	
____ % RETAINED ON CONTRACT ITEMS				646.75	646.75
FORCE ACCOUNT			59.35	59.35	
TOTAL PAYMENTS			13,150.45	12,503.70	646.75

6/27/61

RECEIVED
OCT 27 1965
FOR FILING

316-1709

6677

October 27, 1965

The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 6677 awarded to Babler Bros., Inc., for grading and oiling on "B" Street and 5th Avenue in the city of Culver in Jefferson County was completed on August 31, 1965, and accepted by the Highway Commission on October 25, 1965.

Final payment in the amount of $646.75 will be released to the contractor after November 3, 1965. The total contract amount is $13,150.45 including $89.35 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon 97202

E.D. McCarthy & Assoc., Inc.
Northtown Office Building
Spokane, Washington

L.H. Young
C.H. Maison
Attn: John Herr

OCT 28 1965
FOR FILING

316-1709

6677

October 25, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed August 31, 1965, on Contract No. 6677. The contract was with Bohler Bros., Inc. and was for grading and oiling on "G" Street and 9th Avenue in the city of Culver in Jefferson County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective October 25, 1965, and that you concur in this procedure at the Commission meeting on November 4.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

65- 5CA

Gateway-Cove State Park

Meetings 1st Tuesday of Month

CITY of CULVER

P. O. Box 178
CULVER, OREGON

October 13,1965

NOTED
RICHARD UNREIN

MR R H CLARK
STATE HIGHWAY DEPARTMENT
BEND,OREGON

NOTED
R. H. PRANGE

NOTED
DON HARWELL

NOTED
P. B. Arensmeier

Dear Sir;

THis is a letter of acceptance for the paving of B street and 5th avenue.The City would like to express their thanks to the highway department for their work done in getting this street paved.

NOTED
H. S. COX

Very Truly yours
City of Culver

Joe Rumble
mayor

RECEIVED
OCT 15 1965
ENGINEER
COUNTY & CITY DIVISION

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Culver ("B" St. & 5th Ave.)	WEEK ENDING: Sept. 4, 1965
		SECTION PREFIX: 316-1709
	HIGHWAY: City Streets	COUNTY: Jefferson
NAME OF JOB: Culver ("B" St. & 5th Ave.)	KIND OF WORK: Grading & Oiling	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 6677	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 17, 1965	DATE WORK STARTED: August 18, 1965	ESTIMATED COMPLETION DATE: complete
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION:	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: Sept. 30, 1965	PERCENT OF TIME ELAPSED: 24
PROJECT AUTHORIZATION: $14,889.37	ENGINEERING AUTHORIZATION: $1,058.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $13,830.57	ENGINEERING COST TO DATE: $1,700	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $13,100		
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 5 %	PERCENT OF AUTHORIZATION: 66 %	DATE PROJECT WAS COMPLETED: August 27, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.28	0.28		0.28	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.28	0.28		0.28	NOTED F.B. KLABOE
TOTAL ESTIMATED QUANTITIES (CONTRACT)		4050CY 430CY		220CY 25T	
TOTAL QUANTITIES CORRECTED TO DATE		3684			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		3684CY 400CY		230CY 26T	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				E
TUESDAY				
WEDNESDAY				W
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project is complete

Semifinal estimate will be submitted next week.

Final Report.

SIGNED P H Clark LOCATION Bend

Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
AUG 19 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. CRIDER, MEMBER
WASCO
DAVID O. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

-11 1713
6671

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 17, 1965

Bahler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on August 17, 1965, awarded to you State Highway Contract No. 6671 for the following project:

Grade, stone base and oiling on the Culver (5th and B) Section in Jefferson County.

This award was based on your bid of $12,935.00 which was submitted to the Commission on August 10, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

BCA

NOTED
H. S. COX

August 12, 1965

Mr. Charles S. Moon
City Recorder
City Hall
Culver, Oregon

NOTED
DON HARWELL

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Dear Mr. Moon:

On August 10, the State Highway Commission opened bids on the Special City Allotment project on B and 5th Streets. The low bid was submitted by Babler Brothers, Inc., of Portland and the anticipated cost based on the bid is as follows:

Contractor's bid	$12,935.00
Anticipated Additional Items	300.00
Subtotal	$13,235.00
Engineering & Contingencies (12-1/2%)	1,654.38
TOTAL ANTICIPATED COST.....	$14,889.38

We anticipate that this contract will be awarded in the very near future.

Very truly yours,

H. S. Cox
County and City Division Engineer

By

Richard Unrein
Field Engineer

NOTED
V. R. JONES

RU:mm

2.15

Culver ("B" St. & 5th Ave.)
Jefferson County

G. Kaiser 7-22

Watering		90 M-Gals.	5	450 -
Motor Grader	NOTED H.S. COX	20 hrs.	20	400
Grid-Rolled Cinders in Base		4050 Cu.yds.	1.50	6075 -
3/4"-0 Material in Leveling Course		430 Cu.yd.	3.50	1505 -
3/4"-0 Aggregate in Prime Coat		30 cu.yd.	6.00	180 -
RC. 250 Asphalt in Prime Coat		5 tons	60 -	300 -
Aggregates in Asphalt Macadam		190 cu.yd.	6	1140 -
120-150 Asphalt in Asphalt Macadam		15 tons	56 -	840 -
RS-1 Asphalt in Asphalt Macadam.		5 tons.	75 -	375 -
				11,265
			Anticipated	300
				11 565 -
Flagging 300		E & C. 12½		1445.63
				$ 13,010.63

NOTED
KOH RU UNREIN

NOTED
DON HARWELL

RECEIVED
JUL 22 1965
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JUL 2 - 1965
FOR FILING

316-1709

6677

Salem, Oregon
July 2, 1965

Special City Allotment Agreement
"B" Street
City of Culver

Spec. St. Tax Str. Fund Agr. #116

Mr. H. S. Cox
County & City Engineer
Building

Attention: Mr. D. N. Harwell
Office Engineer
County & City Div.

Attached is an executed copy of an agreement with the City of Culver covering the Special City Allotment project on "B" Street from 5th Avenue to Culver Highway.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Culver.

Secretary

rn
Attach: 1

1965 SCA

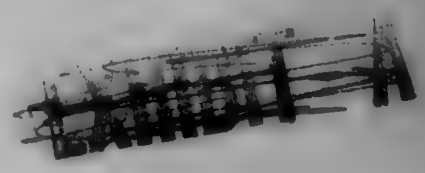
NOTED
H. S. COX

Salem, Oregon
June 8, 1965

NOTED
DON HARWELL

Mr. J. E. Morelock
O F F I C E

Special City Allotment Project
Fifth and B Streets
City of Culver



NOTED
R. H. PRANCE

NOTED
P. B. Arensmeier

The survey data on the above named project has been examined and found to be consistent with the project requested by the city and approved by the Highway Commission with the following exception. Due to a lack of money by the city the A.C. wearing surface has been replaced with an 8-11 oil mat.

H. S. Cox
County and City Engineer

HSC:mm

NOTED

NOTED
RICHARD UNREIN

RECEIVED
APR 15 1965
FOR FILING

11-12-65

316-1709

6677

Prefix No. 316-1450

LOCATION PROSPECTUS
"B" STREET SECTION
CITY OF CULVER
JEFFERSON COUNTY

HIGHWAY: "B" Street in the city of Culver. This street is not on State or Federal system.

TERMINI: Project begins at intersection of 5th Avenue and "B" Street, east on "B" Street to intersection with Culver Highway.

LENGTH: 0.28 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and surfacing on existing city street. Reconnaissance is not necessary. There are no special drainage problems. Soils investigations will be conducted. This project will be constructed with 1965 Special City Allotment Funds.

STANDARDS: Comparable to a Class "D".

TYPICAL SECTION: Two 11-foot travel lanes with 4-foot shoulders and no curbs.

BRIDGES: None.

ACCESS: City Control.

BASE: Tentative design for construction is:

Wearing Surface	1-1/4"	0-11 Oil Mat
Top Course Base	2 "	Leveling
Bottom Course Base	12 "	Coarse Base
Total Depth	15-1/4"	

NOTED
TOM EDWARDS

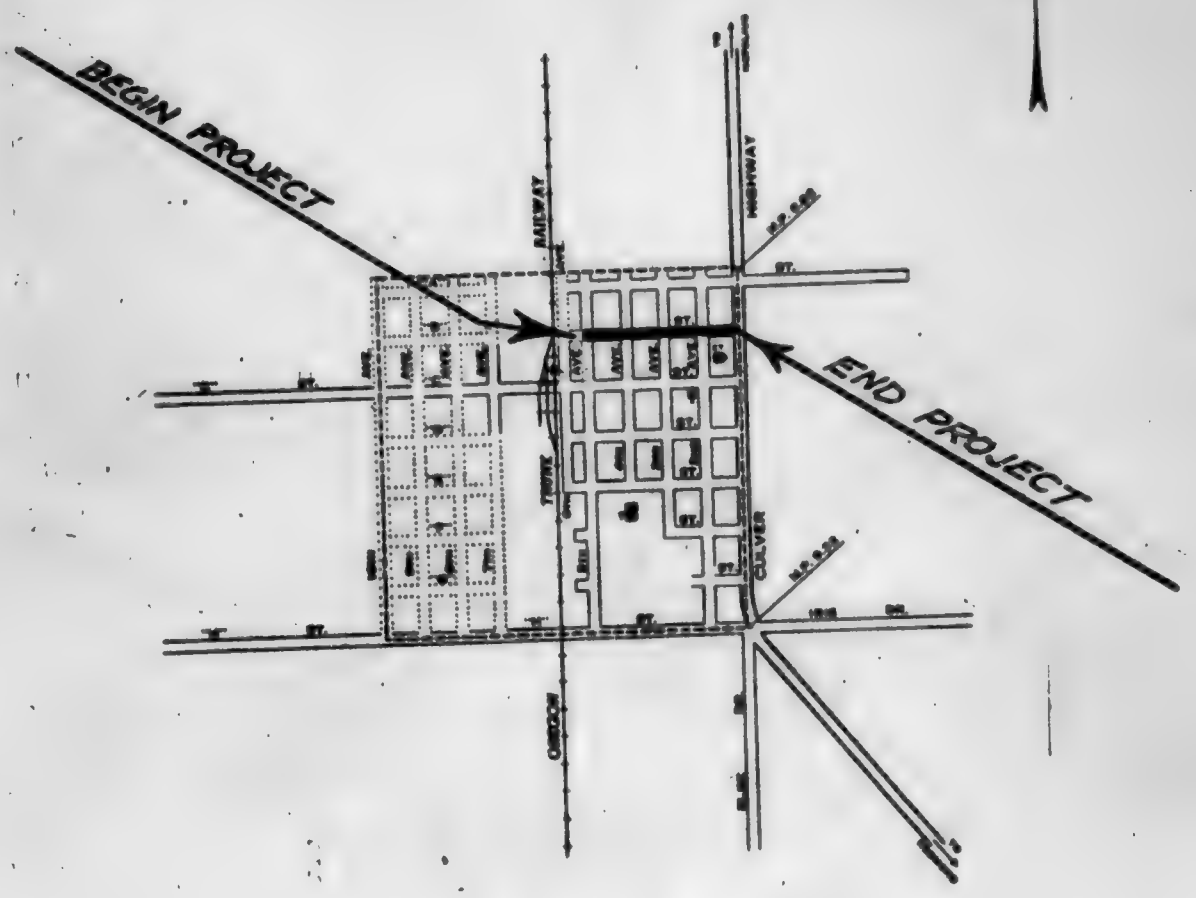
MATERIAL: Sources of material will be located and referenced to this project during the survey.

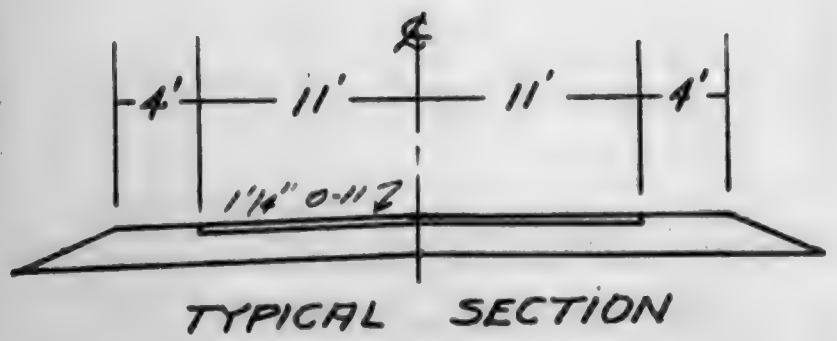
AGREEMENTS: Routine negotiations for a Special City Allotment project.

PARKS: None affected.

RECEIVED
APR 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

April 12, 1965
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
J. F. Putnam (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
I. D. Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young





TYPICAL SECTION

PROSPECTUS MAP
"B" STREET SECTION
CITY OF CULVER

JEFFERSON COUNTY

1" = 1600'

1965.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

RECEIVED
APR 12 1965
FOR FILING

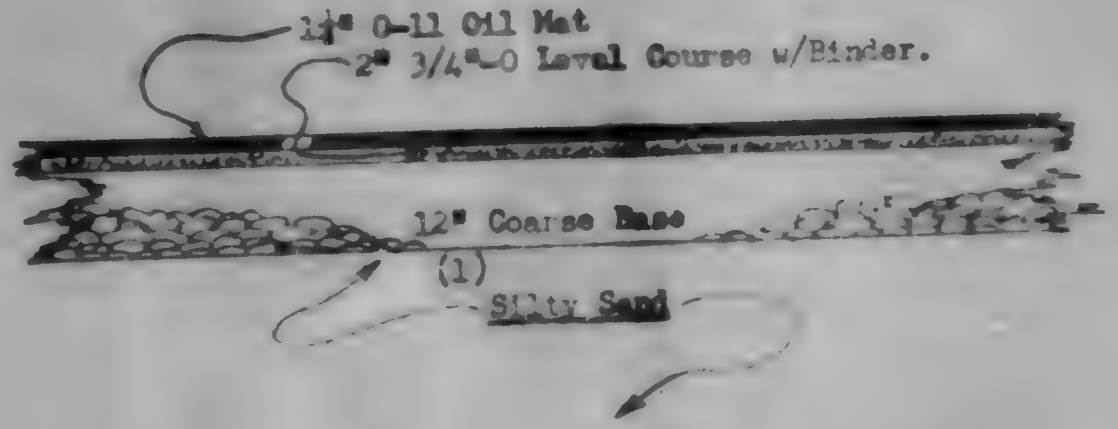
Section 5th AVE. & B ST. Highway CITY OF CULVER County JEFFERSON Prefix 67-72 Parcel 3-14-129.85

Res. Engr. _____ Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date 4-6-65

Truck A.D.T. 5 Traffic Coefficient 5.7 18 kip s.a. per day 3.5.

Annual Precipitation 10"± Frost Penetration 30"±.

(1)
Typical Soil
32 LL
8 PI
96 %P 10
54 %P200
4 %Gravel
9 %C Sand
35 %F Sand
36 %Silt
16 %Clay
32 "R" Value (Corrected)



CBR Total Req.	Credit	Actual Thick.	
	1½	1½	C-11
	2	2	Level
	12	12	Coarse Base
15	15½	15½	

AASHO CLASSIFICATION:
A-4

MATERIAL SOURCES:
To be determined by the Engineer.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

NOTED
F. B. KLABOE

Submitted by C. G. Staff Assistant

Recommended by Engineer of Materials

Recommended by Construction Engineer

Approved by Asst. State Highway Engineer

SECTION: 5th AVE. (FROM "B" ST. - "C" ST.) & "B" ST. (BETWEEN 5th AVE. & CULVER HWY

HIGHWAY: CITY OF CULVER

COUNTY: JEFFERSON

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 150 (Total)

B. Future ADT 250 (Total)

C. Mean ADT 200 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ 2.5 x (C) 200 = 5

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 5 x (H) 100 % = 5

TRAFFIC COEFFICIENT = $K(I)^{0.119}$

where K = 4.669

= 5.7

SECTION: 5th AVE. & B. ST.

HIGHWAY: CITY OF CULVER

COUNTY: JEFFERSON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None Made - See Remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not applicable
10. Stimulation of Competition: Not applicable
11. Construction Consideration: Not applicable
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers an Oil Mat
13. Traffic Safety: Not applicable
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a short section with no P.C.C. pavement in the immediate area.

Apca 1965

NOTED
R. M. ALLISON

January 28, 1965

Mr. Charles Meen
City Recorder
City Hall
Culver, Oregon

NOTED
H. S. COX

NOTED
DON HARWELL

Dear Mr. Meen:

On January 27, 1965, the State Highway Commission approved the City's request for a Special City Allotment project on "B" Street from 5th Avenue to the Culver Highway and on 5th Avenue from "B" Street to "C" Street, to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis that the City would pay all costs, if any, in excess of $20,000.

You will be contacted in the near future concerning construction details.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

R M Allison
for

H. S. Cox
County and City Engineer

RMA:eb

NOTED
V. R. JONES

PROJECT DATA, CITY OF Lakeview Date 12-29-64

To be financed by State of Oregon

Street name "B" street

(Locate project on attached map.)

RECEIVED
DEC 31 1964
ENGINEER
COUNTY & CITY DIVISION

Project length 1/4 Mile

Desired width: 36 feet
(Four lanes, parallel parking both sides = minimum 64'
Four lanes, parallel parking one side = minimum 58'
Two lanes, parallel parking both sides = minimum 42'
Two lanes, parallel parking one side = minimum 36')

Surface now in place: Oil____ Paving____ Gravel ✓

Present surface width: 26 feet

RIGHT-OF-WAY -

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes____ No ✓

Will City provide required right-of-way? Yes____ No ✓

Additional right-of-way to be acquired as part of project? Yes____ No ✓

State to furnish right-of-way descriptions? Yes____ No ✓

Give width of intersecting streets: 60'

Are intersecting streets curbed? Yes____ No ✓

Remarks

CONCRETE CURBS -

Now in place? Yes____ No ✓

Width between present curbs: _____feet

City to construct curbs? Yes____ No ✓

To be constructed as part of project? Yes____ No ✓

Length of desired radius on curb returns: _____feet

Does City desire special type of curbs? Yes____ No ✓

Explain:

CC-61d

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - - -

Are sidewalks now in place? Yes___ No✓

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes___ No✓

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No✓

Are sidewalks to be constructed on both sides of street? Yes___ No✓

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No✓

Is utility strip required? Yes___ No___; Width: _____feet

Remarks_____

_____

STORM SEWERS -

Now in place? Yes___ No✓

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No✓

To be constructed as part of project? Yes___ No✓

✓Show location of outfall on city map.✓

SANITARY SEWERS -

Now in place? Yes___ No✓ ✓NOTE: City to adjust if required.✓

If yes, indicate depth of sewers from present surface: _____feet

Remarks_____

_____

_____

ea 61-2

WATER MAINS -

Now in place? Yes ✓ No ___

If yes, how deep from present surface? 3 feet

To be adjusted by City? Yes ___ No ✓

To be adjusted as part of project? Yes ___ No ✓

Remarks _____

_____

DRIVEWAYS -

To be constructed as part of project? Yes ___ No ✓

Asphaltic concrete? Yes ___ No ✓

Portland cement? Yes ___ No ✓

How many? _____

Must driveways be Portland Cement to comply with City code? Yes ___ No ✓

Is there a City ordinance specifying width and number of driveways permitted? Yes ___ No ✓ (If yes, please include copy of ordinance.)

Remarks _____

_____

FRANCHISED UTILITIES (City is to arrange for any required adjustment.) - - -

Gas lines? Yes ___ No ✓

Electric poles? Yes ✓ No ___

Which company? Pacific Power & Light
(NOTE: If City-owned, City to adjust.)

Telephone poles? Yes ✓ No ___

Which company? Oregon Washington Telp. Co

Railroad tracks? Yes ___ No ✓

Which company? _____

Is crossing presently protected by automatic railroad signals? Yes ___ No ___

Remarks _____

_____

cc 61-d

WORK TO BE DONE BY CITY AS PART OF PROJECT - - - - - - - - - - - - - - - - - -

Grading? Yes ✓ No ___

Clearing? Yes ✓ No ___

Base rock? Yes ___ No ✓

Concrete curbs? Yes ___ No ✓

Driveways? Yes ✓ No ___

Remarks _____

_____

_____

_____

GENERAL INFORMATION -

Are City finances available? Yes ___ No ✓

When available? Date _____

If project is being designed by State for City construction, all costs must be borne by City. This includes survey, location, preparation of project for specifications, etc. If construction engineering is performed by State, this cost also shall be borne by City.

Has City established grade on street? Yes ___ No ___
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

5th & C

_____

All construction called for above shall be performed within the curbed section except for sidewalks, driveways, and connections to existing intersecting streets.

General remarks: _____

_____

_____

By Joe Huttly
Mayor

By _____
City Manager

By _____
City Engineer

ee 61-d

3-2-63

NOTED
R. M. ALLISON

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

NOTED
DON HARWELL

WHEREAS, the City of Culver is an incorporated city of the State of Oregon and has a population of 382 as given by the latest official census; and

WHEREAS, the following streets of said city, From 1st Street on B Street To 5th Street From B Street 1 Block South To C Street

RECEIVED
MAR 4 1964
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Culver does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Joseph Huntly, Mayor as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 2 day of March, 1963.

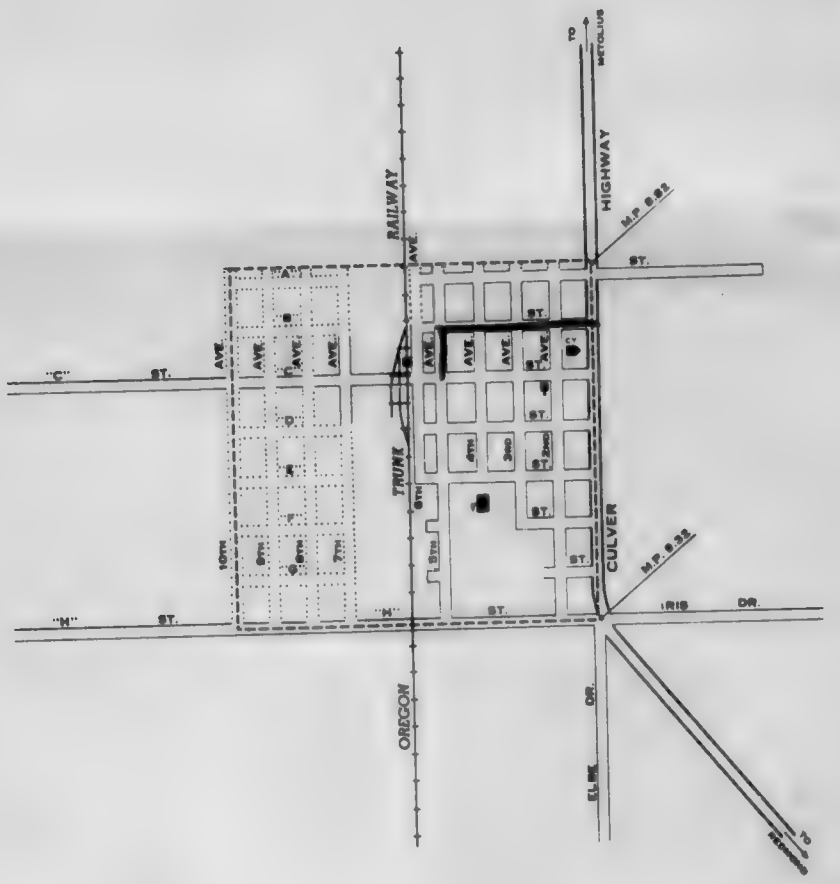
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Culver at a regular or special meeting of said Council, held on the 2 day of March, 1964, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 2 day of March, 1964.

Charles S Moon
City Recorder



SIGNED ROUTES

INTERSTATE 5

U.S. 30

ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - cv – City Hall
  - ct – Court House
  - a – Armory
  - l – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

CULVER

JEFFERSON COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 301

Scale in Feet

0 200 400

February 1, 1961

ER-184(2) Rocky Creek Slide Sec., Oreg. Coast Hwy. 1965

#6678 (Slide Correction)

STATE COPY

Monthly transaction number	FORM PR-2A (8-3-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
1-72	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County Clatsop, Lincoln & Tillamook
Project report number 7 6678	12-29-65	Project number ER-184(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 24, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 228,519.

Revised Federal funds $ 144,994.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of December, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By P K Loree

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal Aid
Project No. ER-184(2)

CANNON BEACH-NESKOWIN AND KERNVILLE-NEWPORT SECTIONS OF THE

NECANICUM, SUNSET, & OREGON COAST HIGHWAYS IN CLATSOP, LINCOLN, & TILLAMOOK

COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices, estimated costs of temporary & permanent repair by State Force and negotiated equipment rental.)

Salem, Oregon, December 9, 1965

Type Code Y006
Rocky Cr. Slide (Sta. R^{2}499+42.92 to Sta. R^{1}522+35) (Contract No. 6678)

Excavation Unclassified	5,000 cu.yd.	$ 1.00	$ 5,000.00
Embankment Construction	4,200 cu.yd.	0.40	1,680.00
Rock Embankment	6,600 cu.yd.	2.50	16,500.00
Trench Excavation	36 cu.yd.	10.00	360.00
Special Backfill in Drains	34 cu.yd.	15.00	510.00
6-inch Metal Perforated Drain Pipe 18 Ga.	240 lin.ft.	4.00	960.00
			$25,010.00
Flagging (57½% Contractor's Cost)	All Required		$ 500.00
Adjust Guard Rail	All Required		200.00
Seeding & Mulching	All Required		300.00
			$ 1,000.00
	Subtotal		26,010.00
	Engr. & Cont.		2,601.00
	Total		$28,611.00

Type Code Y101
Hebo Section (MP 70.80 & MP 81.90) (Contract No. 6699)

Loose Riprap	1,800 cu.yd.	$ 6.00	$10,800.00
			$10,800.00
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
Shoulder Material	All Required		150.00
			$ 350.00
	Subtotal		$11,150.00
	Engr. & Cont.		1,115.00
	Total		$12,265.00

Type Code Y006
Neahkahnie Mtn. Slide (Sta. 279+00 to Sta. 285+00) (Contract No. 6693)

Rock Embankment in Place	48,600 cu.yd.	$ 1.12	$54,432.00
Trench Excavation	160 cu.yd.	4.82	771.20

Special Backfill in Drains	200 cu.yd.	$ 4.23	$ 846.00
Tractor, Dozer and Power Winch	200 hr.	32.64	6,528.00
Power Shovel with Dragline	150 hr.	28.68	4,302.00
Laborer	150 hr.	5.35	802.50
3/4"-0 Material in Base	160 cu.yd.	6.05	968.00
8-inch Drain Pipe, Type A Coating	550 lin.ft.	1.82	1,001.00
12-inch Drain Pipe, Type A Coating	440 lin.ft.	2.65	1,166.00
Guard Rail	450 lin.ft.	4.55	2,047.50
Extra Guard Rail Posts	4 only	12.84	51.36
			$72,915.56
Seeding and Mulching	All Required		$ 500.00
Stone Shoulders and Pavement	All Required		2,000.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
			$ 3,000.00
	Subtotal		75,915.56
	Engr. & Cont.		7,591.44
	Total		$83,507.00

Type Code Y006
Beverly Beach Slide (Sta. 703+00 to Sta. 706+25) (Contract No. 6697)

Clearing and Grubbing	All Required		$ 700.00
Trench Excavation	1,300 cu.yd.	$ 6.00	7,800.00
Special Backfill in Drains	80 cu.yd.	10.00	800.00
Rock Backfill	1,000 cu.yd.	3.50	3,500.00
18-inch Metal Culvert Pipe	136 lin.ft.	7.00	952.00
8-inch Perforated Metal Drain Pipe	400 lin.ft.	3.00	1,200.00
Concrete Manholes	1 only	750.00	750.00
			$15,702.00
Flagging (57½% of Contractor's Cost)	All Required		$ 150.00
	Subtotal		$15,852.00
	Engr. & Cont.		1,585.00
	Total		$17,437.00

Type Code 6201
Flood Repair Temporary and Permanent (MP 24.96 to MP 43.09)(MP 0.00 to MP9.37 = MP 0.00 to MP 22.09 = MP 45.31 to 84.94)(MP 90.37 to MP 91.46)(MP 96.20 to MP 97.45) (MP 120.23 to MP 141.98)
Temporary

Negotiated Equipment, Labor and Materials	All Required	$28,687.16
State Force Equipment, Labor and Materials	All Required	37,130.94
		$65,818.10

Permanent

Approved State Force Order No. 1	All Required	$ 9,000.00
	Subtotal	$78,818.10
	Engr. & Cont.	7,880.90
	Total	$86,699.00

Length of Roadway - - - - - - - 113.31 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Rocky Creek Slide (Contract #6678)	$ 28,611.00	$ 18,153.00	$ 10,458.00
Habo (Contract #6699)	12,265.00	7,782.00	4,483.00
Neahkahnie Mtn. (Contract #6693)	83,507.00	52,985.00	30,522.00
Beverly Beach Slide (Contract # 6697)	17,437.00	11,064.00	6,373.00
Temporary & Permanent Repairs	86,699.00	55,010.00	31,689.00
	$228,519.00	$144,994.00	$ 83,525.00

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes:

21-1080	4-4509	21-4519	29-4413	29-4415
21-1081	4-4407	29-4511	29-4713	29-4515
29-1083	4-4507	29-4412	29-4414	
29-1084	4-4409	29-4512	29-4514	
	21-4419			

The State Force equipment, labor & materials do not agree with the Phase 1 Report due to unforeseen costs to the project. The D.M.S. office charges are not included in this estimate. We used charges on the cost book to arrive at this amount.

This estimate does not include work at M.P. 133.4, M.P. 135.3, and M.P. 136.2 which was disapproved by project approval letter dated July 26, 1965.

ROCKY CREEK SLIDE SECTION

STATE WORK

Embankment Construction	4,200 cu.yd.	$0.25	$1,050.00
		Total	$1,050.00

FORM S-123X SOH 3-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending estimates as a basis for project agreement for the following Federal-Aid Projects:

ER-129(1) ——— Arlington-Grant County Line Section
ER-152(1) ——— Forest Boundary-Silets Section

The following tabulation is the method and amounts of funds shifted from one project to another to keep in balance.

Federal Funds

Increase	Action	Present	Need	New Total
ER-152(1)	P.A.	$190,350	$ 61,390	$251,740
ER-164(1)	P.S. & E.	22,842	26,192	49,034
ER-184(2)	P.S. & E.	126,900	21,444	148,344
		$340,092	$109,026	$449,118
Decrease				
ER-129(1)	P.A.	$286,925	$109,026	$177,899

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Oregon State Highway Department

Federal-Aid
Project No. ER-184(2)

CANNON BEACH-NESKOWIN AND KERNVILLE-NEWPORT SECTIONS OF THE

MECANICUM, SUNSET AND OREGON COAST HIGHWAYS

IN CLATSOP, LINCOLN AND TILLAMOOK COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 4, 1965

Type Code Y006
Rocky Cr. Slide (Sta. R^2 499+42.92 to Sta. R^1 522+35)

Excavation, Unclassified	5,000 cu.yd.	$ 1.00	$ 5,000.00
Rock Embankment	6,600 cu.yd.	2.50	16,500.00
Trench Excavation	36 cu.yd.	4.00	144.00
Special Backfill in Drains	34 cu.yd.	10.00	340.00
6-inch Metal Perforated Drain Pipe, 18 Ga.	240 lin.ft.	3.00	720.00
			$ 22,704.00
Flagging (57½% of Contractor's Cost)	All Required		$ 500.00
Adjust Guard Rail	All Required		200.00
Seeding and Mulching	All Required		300.00
			$ 1,000.00
	Subtotal		$ 23,704.00
	10% Engr. & Cont.		2,370.00
	Total		$ 26,074.00

Type Code Y101
Hebo Section (MP 70.80 and MP 81.90)

Loose Riprap	1,800 cu.yd.	$ 5.00	$ 9,000.00
			$ 9,000.00
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
Shoulder Material	All Required		150.00
			$ 350.00
	Subtotal		$ 9,350.00
	10% Engr. & Cont.		935.00
	Total		$ 10,285.00

Length of Project - - - 0.00 Mile

Type Code Y006
Meahkahnie Mtn. Slide (Sta. 279+00 to Sta. 285+00)

Rock Embankment in Place	48,600 cu.yd.	$ 1.75	$ 85,050.00
Trench Excavation	160 cu.yd.	4.00	640.00
Special Backfill in Drains	200 cu.yd.	9.00	1,800.00
Tractor, Dozer and Power Winch	200 hour	30.00	6,000.00
Power Shovel with Dragline	150 hour	25.00	3,750.00
Laborer	150 hour	6.00	900.00
3/4" - 0 Material in Base	160 cu.yd.	6.00	960.00
8-inch Drain Pipe, Type A Coating	550 lin.ft.	2.75	1,512.50
12-inch Drain Pipe, Type A Coating	440 lin.ft.	4.00	1,760.00
Guard Rail	450 lin.ft.	3.50	1,575.00
Extra Guard Rail Posts	4 only	10.00	40.00
			$103,987.50
Seeding and Mulching	All Required		$ 500.00
Stone Shoulders and Pavement	All Required		2,000.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
			$ 3,000.00
	Subtotal		$106,987.50
	10% Engr. & Cont.		10,698.50
	Total		$117,686.00

Length of Contract - - - 0.00 Mile

Type Code Y006
Beverly Beach Slide (Sta. 703+00 to Sta. 706+25)

Clearing and Grubbing	All Required		$ 300.00
Trench Excavation	1,300 cu.yd.	$ 4.50	5,850.00
Special Backfill in Drains	80 cu.yd.	9.00	720.00
Rock Backfill	1,000 cu.yd.	3.00	3,000.00
18-inch Metal Culvert Pipe	136 lin.ft.	7.00	952.00
8-inch Perforated Metal Drain Pipe	400 lin.ft.	3.00	1,200.00
Concrete Manholes	1 only	500.00	500.00
			$ 12,522.00
Flagging (57½% of Contractor's Cost)	All Required		$ 150.00
	Subtotal		$ 12,672.00
	10% Engr. & Cont.		1,267.00
	Total		$ 13,939.00

Length of Contract - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Rock Creek Slide	$ 26,074.00	$ 16,543.00	$ 9,531.00
Hebo	10,285.00	6,525.00	3,760.00
Neahkahnie Mtn.	117,686.00	74,671.00	43,015.00
Beverly Beach Slide	13,939.00	8,844.00	5,095.00
Subtotal	$167,984.00	$106,583.00	$61,401.00
Retained in Authorized Fund Status			
Temporary and permanent work not covered above	$ 65,818.00	$ 41,761.00	$24,057.00
Total	$233,802.00	$148,344.00	$85,458.00

ROCKY CREEK SLIDE SECTION

STATE WORK

Embankment Construction	4,200 cu.yd.	$0.25	$1,050.00
		Total	$1,050.00

RECEIVED
SEP 29 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

FOR FILING

FO. PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-21-65

STATE: Oregon

COUNTY: Clatsop

PROJECT NO.: ER-184(2)

PROJECT REPORT NO.: ER-184(2)

6678

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Cannon Beach-Neskowin and Karnville-Newport Sections.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-26-65	0.00
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 151,720.00	$ 96,266.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stam

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~XXX~~ A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer SEP 24 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. ER-184(2)

CANNON BEACH-NESKOWIN AND KERNVILLE-NEWPORT SECTIONS OF THE MECANICUM, SUNSET & OREGON COAST HIGHWAYS IN CLATSOP, LINCOLN AND TILLAMOOK COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 16, 1965

Type Code Y006
Rocky Cr. Slide (Sta. R^2 499+42.92 to Sta. R^1 522+35)(Cont. No. 6678)

Excavation, Unclassified	5,000	cu.yd.	$ 1.00	$ 5,000.00
Embankment Construction	4,200	cu.yd.	0.40	1,680.00
Rock Embankment	6,600	cu.yd.	2.50	16,500.00
Trench Excavation	36	cu.yd.	10.00	360.00
Special Backfill in Drains	34	cu.yd.	15.00	510.00
6" Metal Perforated Drain Pipe, 18 ga.	240	lin.ft.	4.00	960.00
			Subtotal	$ 25,010.00
Flagging (57½% of Contractor's Cost)				$ 500.00
Adjust Guard Rail				200.00
Seeding & Mulching				300.00
				$ 1,000.00
			Subtotal	$ 26,010.00
			Engr. & Cont.	2,601.00
			Total	$ 28,611.00

Type Code Y101
Hebo Section (MP 70.80 & MP 81.90)(Contract No. 6699)

Loose Riprap	1,800	cu.yd.	$ 6.00	$ 10,800.00
			Subtotal	$ 10,800.00
Flagging (57½% of Contractor's Cost)				200.00
Shoulder Material				150.00
				$ 350.00
			Subtotal	$ 11,150.00

		Engr. & Cont.	$ 1,115.00
		Total	$ 12,265.00

Length of Project - - - - - - - - - - - - - -0.00 miles

Type Code Y006
Neahkahnie Mtn. Slide (Sta. 279+00 to Sta. 285+00)(Contract No. 6693)

Rock Embankment in Place	48,600 cu.yd.	$ 1.12	$ 54,432.00
Trench Excavation	160 cu.yd.	4.82	771.20
Special Backfill in Drains	200 cu.yd.	4.23	846.00
Tractor, Dozer & Power Winch	200 hr.	32.64	6,528.00
Power Shovel with Dragline	150 hr.	28.68	4,302.00
Laborer	150 hr.	5.35	802.50
3/4" - 0 Material in Base	160 cu.yd.	6.05	968.00
8" Drain Pipe, Type A Coating	550 lin.ft.	1.82	1,001.00
12" Drain Pipe, Type A Coating	440 lin.ft.	2.65	1,166.00
Guard Rail	450 lin.ft.	4.55	2,047.50
Extra Guard Rail Posts	4 only	12.84	51.36
			$ 72,915.56
Seeding and Mulching	All Required		$ 500.00
Stone Shoulders and Pavement	All Required		2,000.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
			$ 3,000.00
		Subtotal	$ 75,915.56
		Engr. & Cont.	7,591.44
		Total	$ 83,507.00

Length of Contract - - - - - - - - - - - -0.00 miles

Type Code Y006
Beverly Beach Slide (Sta. 703+00 to Sta. 706+25)(Contract No. 6697)

Clearing and Grubbing	All Required		$ 700.00
Trench Excavation	1,300 cu.yd.	$ 6.00	7,800.00
Special Backfill in Drains	80 cu.yd.	10.00	800.00
Rock Backfill	1,000 cu.yd.	3.50	3,500.00
18" Metal Culvert Pipe	136 lin.ft.	7.00	952.00

8" Perforated Metal Drain Pipe	400 lin.ft.	$ 3.00	$ 1,200.00
Concrete Manholes	1 only	750.00	750.00
			$ 15,702.00
Flagging (57½% of Contractor's Cost)	All Required		$ 150.00
	Subtotal		$ 15,852.00
	Engr. & Cont.		$ 1,585.00
	Total		$ 17,437.00

Length of Contract - - - - - - - - - - - 0.00 miles

Approved State Force Orders

State Force Order No. 1		$ 9,000.00
	Engr. & Cont.	900.00
	Total	$ 9,900.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Rock Creek Slide	$ 28,611.00	$ 18,153.00	$ 10,458.00
Hebo	12,265.00	7,782.00	4,483.00
Neahkahnie Mtn.	83,507.00	52,985.00	30,522.00
Beverly Beach Slide	17,437.00	11,064.00	6,373.00
Approved S.F.O.	9,900.00	6,282.00	3,618.00
Subtotal	$151,720.00	$ 96,266.00	$ 55,454.00
Retained in Authorized Fund Status			
Temporary and Permanent Work Not Covered Above	$ 68,180.00	$ 43,261.00	$ 24,919.00
Total	$219,900.00	$139,527.00	$ 80,373.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

Prefix: 21-1080 21,1081 29-1083 29-1084

ROCKY CREEK SLIDE SECTION

STATE WORK

Embankment Construction	4,200 cu.yd.	0.25	$ 1,050.00
		Total	$ 1,050.00

Oregon State Highway Department

Federal-Aid
Project No. ER-184(2)

CANNON BEACH-NESKOWIN AND NEHALEM-NEWPORT SECTIONS OF THE
NECANICUM, SUNSET & OREGON COAST HIGHWAYS IN
CLATSOP, LINCOLN & TILLAMOOK COUNTIES

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 13, 1965

Type Code Y006
Rocky Creek Slide (Sta. R2499+42.92 to Sta. R1522+35)

Excavation, Unclassified	5,000 cu.yds.	$ 1.00	$ 5,000.00
Rock Embankment	6,600 cu.yds.	2.50	16,500.00
Trench Excavation	36 cu.yds.	4.00	144.00
Special Backfill in Drains	34 cu.yds.	10.00	340.00
6-inch Metal Perforated Drain Pipe, 18 Ga.	240 lin.ft.	3.00	720.00
			$ 22,704.00
Flagging (57½ of Contractors' Cost)			$ 500.00
Adjust Guard Rail			200.00
Seeding and Mulching			300.00
			$ 1,000.00
	Subtotal		$ 23,704.00
	10% Engr. & Cont.		2,370.00
	Total		$ 26,074.00

Type Code Y101
Hebo Section (MP 70.80 & MP 81.90)

Loose Riprap	1,800 cu.yds.	$ 6.00	$ 11,700.00
			$ 11,700.00
Flagging (57½ of Contractor's Cost)			$ 200.00
Shoulder Material			150.00
			$ 350.00
	Subtotal		$ 12,050.00
	10% Engr. & Cont.		1,205.00
	Total		$ 13,255.00

Length of Project . . . . . 0.00 miles

Type Code Y006
Neahkahnie Mtn. Slide (Sta. 279+00 to Sta. 285+00)

Rock Embankment in Place	48,600 cu.yds.	$ 1.75	$ 85,050.00
Trench Excavation	160 cu.yds.	4.00	640.00
Special Backfill in Drains	200 cu.yds.	9.00	1,800.00
Tractor, Dozer & Power Winch	200 hours	30.00	6,000.00

Power Shovel with Dragline	150 hours	$25.00	$ 3,750.00
Laborer	150 hours	6.00	900.00
3/4" - 0 Material in Base	160 cu.yds.	6.00	960.00
8-inch Drain Pipe, Type A Coating	550 lin.ft.	2.75	1,512.50
12-inch Drain Pipe, Type A Coating	440 lin.ft.	4.00	1,760.00
Guard Rail	450 lin.ft.	3.50	1,575.00
Extra Guard Rail Posts	4 only	10.00	40.00
			$103,987.50
Seeding and Mulching	All Required		$ 500.00
Stone Shoulders and Pavement	All Required		2,000.00
Flagging (57½¢ of Contractor's Cost)	All Required		500.00
			$ 3,000.00
	Subtotal		$106,987.50
	10% Engr. & Cont.		10,698.50
	Total		$117,681.00

Length of Contract . . . . . 0.00 miles

Type Code Y206
Beverly Beach Slide (Sta. 703+00 to Sta. 706+25)

Clearing and Grubbing	All Required		$ 300.00
Trench Excavation	1,300 cu.yds.	$ 4.50	5,850.00
Special Backfill in Drains	80 cu.yds.	9.00	720.00
Rock Backfill	1,000 cu.yds.	3.00	3,000.00
18-inch Metal Culvert Pipe	136 lin.ft.	7.00	952.00
8-inch Perforated Metal Drain Pipe	400 lin.ft.	3.00	1,200.00
Concrete Manholes	1 only	500.00	500.00
			$ 12,522.00
Flagging (57½¢ of Contractor's Cost)	All Required		150.00
	Subtotal		$ 12,672.00
	10% Engr. & Cont.		1,267.00
	Total		$ 13,939.00

Length of Contract . . . . . 0.00 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Rocky Creek Slide	$26,074.00	$ 16,543.00	$ 9,531.00
Hebo	13,255.00	6,525.00	6,730.00
Neahkanie Mtn.	117,686.00	74,671.00	43,015.00
Beverly Beach Slide	13,939.00	8,844.00	5,095.00
Subtotal	$170,954.00	$106,583.00	$64,371.00
Retained in Authorized Fund Status			
Temporary and Permanent Work not covered above.	$ 65,818.00	$ 41,761.00	$24,057.00
	$236,772.00	$148,344.00	$88,428.00

ROCKY CREEK SLIDE SECTION

STATE HOPE

Embankment Construction	4,200 cu.yds.	$0.25	$1,050.00
	Total		$1,050.00

Oregon State Highway Department

Federal-Aid
Project No. ER-184(2)

CANNON BEACH-NESKOWIN AND FERNVILLE-NEWPORT SECTIONS OF THE

NEHALEM, SUNSET, AND OREGON COAST HIGHWAYS IN CLATSOP, LINCOLN, AND TILLAMOOK COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 23, 1965

Type Code Y006
Rocky Cr. Slide (Sta. R^2 499+42.92 to Sta. R^1 522+35)

Excavation, Unclassified	5,000 cu.yd.	1.00	$ 5,000.00
Rock Embankment	6,600 cu.yd.	2.50	16,500.00
Trench Excavation	36 cu.yd.	4.00	144.00
Special Backfill in Drains	34 cu.yd.	10.00	340.00
6-inch Metal Perforated Drain Pipe, 18 Ga.	240 lin.ft.	3.00	720.00
			$ 22,704.00
Flagging (57½% Contractor's Cost)			500.00
Adjust Guard Rail			200.00
Seeding & Mulching			300.00
			1,000.00
	Subtotal		$ 23,704.00
	10% Engr. & Cont.		2,370.00
	Total		$ 26,074.00

Type Code Y101
Hebo Section (M.P. 70.80 and M.P. 81.90)

Loose Riprap	1,800 cu.yd.	5.00	$ 9,000.00
			$ 9,000.00
Flagging (57½% of Contractor's Cost)			200.00
Shoulder Material			150.00
			$ 350.00
	Subtotal		9,350.00
	10% Engr. & Cont.		935.00
	Total		$ 10,285.00

Length of Project - - - - - - - - - - - - -0.000 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Rocky Creek Slide Sec.	$26,074.00	$16,543.00	$ 9,531.00
Hebo Section	10,285.00	6,525.00	3,760.00
Totals	$36,359.00	$23,068.00	$13,291.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
Temporary & permanent repair not covered by this contract	$313,641.00	$199,005.00	$114,636.00

ROCKY CREEK SLIDE SECTION

STATE WORK

Embankment Construction	4,200 cu.yd.	0.25	$ 1,050.00
			$ 1,050.00

ER-184(2)
6678

Form CD-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 21, 1965

In reply refer to: 08-35-DE

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-184(2)
Cannon Beach - Neskowin and Kernville - Newport Sections
Oregon Coast, Sunset and Necanicum Highways
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's December 9, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs and associated permanent restoration work on 113.31 (intermittent) miles of roadway at a total estimated negotiated contract amount of $31,555.00 and State force account work amount of $40,844.00. Estimated emergency fund participation is to be (at the regular pro rata share), or $45,937.00.

A finding regarding nonincidental permanent repairs on the project by State Forces was previously transmitted on August 3, 1965. We concurred in the contract awards for Rocky Cr. Slide, Beverly Beach Slide, Neakahnie Mtn. Slide and Hebo Sections on August 8, September 7, and September 8, 1965 respectively.

Enclosure

REFERRED TO
By Asst. State Hwy. Engr.
12-22-65

RECEIVED
DEC 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon State Highway Department

[illegible]

[illegible]

(Estimate as a basis for project assessment. Based on low bid prices, with ... costs of temporary & permanent repair by State forces and negotiated equipment rental.)

Salem, Oregon, December 9, 1965

Type Code Y001
Rocky Pt. Slide (Sta. R 2499+42.02 to Sta. R 3+32+35) (Contract No. 6670) ER-184(2)

Excavation Unclassified	5,000 cu.yd.	$ 1.00	$ 5,000.00
Embankment Construction	4,300 cu.yd.	0.40	1,(80.00
Rock Embankment	6,000 cu.yd.	2.50	15.000.00
Trench Excavation	30 cu.yd.	10.00	[illegible]
Special Backfill in Drains	34 cu.yd.	10.00	[illegible]
6-Inch Total Perforated Drain Pipe 16 Ga.	240 lin.ft.	4.00	960.00
			$25,010.00
Flagging (57½% Contractor's Cost)	All Required		$ 500.00
Adjust Guard Rail	All Required		100.00
Seeding & Mulching	All Required		300.00
			$ 1,000.00
	Subtotal		26,010.00
	Engr. & Cont.		2,001.00
	Total		$28,011.00

Type Code Y001
Rock Section (MP 70.80 & MP 81.00) (Contract No. 6690) ER-184(2)

Loose Riprap	1,000 cu.yd.	$ 6.00	$10,000.00
			$10,000.00
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
Shoulder Material	All Required		150.00
			$ 350.00
	Subtotal		$11,150.00
	Engr. & Cont.		1,115.00
	Total		$12,265.00

Type Code Y003
[illegible] Mtn. Slide (Sta. 279+00 to Sta. 285+00) (Contract No. 6693) ER-184(2)

Rock Embankment in Place	43,000 cu.yd.	$ 1.12	$34,432.00
Trench Excavation	100 cu.yd.	4.82	771.20

Oregon State Highway Department -3-

Length of Section - - - - - - - 11[illegible]

Estimate

Location	Estimate	Actual	Diff.
Rocky Creek Flds (Contract 6378)	$ 30,911.00	$ 18,153.00	$ 12,[illegible]
Hobo (Contract 6609)	12,[illegible]5.00	7,[illegible]1.00	4,[illegible]
Tahkenitch Den. (Contract 6603)	83,507.00	52,985.00	30,[illegible]
Beverly Beach Flds (Contract # 6607)	17,437.00	11,064.00	6,[illegible]
Temporary & Permanent Repairs	41,[illegible]9.00	59,810.00	31,[illegible]
	$2[illegible]8,519.00	$144,994.00	$ 83,525.[illegible]

State funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 517, Laws 1923.
State Funds for Maint.: Chap. 329, Laws 1939.

Profiles. 21-1000, 21-1001, 29-1003, 29-1004, 4-4406, 4-4407, 4-4407, 4-4409, 21-4410, 21-4411, 29-4412, 29-4512, 29-4413, 29-4713, 29-4414, 29-4014, 29-4415, 29-4515

The State force equipment, labor & materials do not agree with the Phase I report due to unforeseen costs to the project. The D.M.S. office charges are not included in this estimate. We used charges on the cost book to arrive at this amount.

This estimate does not include work at M.P. 133.4, M.P. 135.3, and M.P. 136.2 which was disapproved by project approval letter dated July 26, 1945.

ROCKY CREEK SLIDE SECTION

STATE WORK

Embankment Construction	4,200 cu.yd.	$0.25	$1,050.00
		Total	$1,050.00

RECEIVED
DEC 1 - 1965
FOR FILING

ER-184(2)
6678

November 30, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6678 awarded to Pioneer Construction Company for slide correction on the Rocky Creek Section of the Oregon Coast Highway in Lincoln County was completed on October 12, 1965, and accepted by the Highway Commission on November 29, 1965.

Final payment in the amount of $696.00 will be released to the contractor after December 7, 1965. The total contract amount is $23,290.13 including $90.06 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lm
cc Pioneer Construction Co.
7881 N.W. St. Helens Road
Portland, Oregon 97210

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
NOV 29 1965
FOR FILING

ER-1X4(2)

6678

November 29, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed October 12, 1965, on Contract No. 6678. The contract was with the Pioneer Construction Company and was for slide correction on the Rocky Creek Slide Section of the Oregon Coast Highway in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 29, 1965, and that you concur in this procedure at the Commission meeting December 14.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Kibbee
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
R. D. Asburry

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Rocky Creek Slide		WEEK ENDING: 22, October, 1965
		SECTION PREFIX: 21-1080
HIGHWAY: Oregon Coast		COUNTY: Lincoln
NAME OF JOB: Rocky Creek Slide Section	KIND OF WORK: Slide Correction	
CONTRACTOR: Pioneer Construction Co.	CONTRACT NUMBER: 6678	FEDERAL AID PROJECT NUMBER: ER184(2)
DATE OF CONTRACT: August 17, 1965	DATE WORK STARTED: August 23, 1965	ESTIMATED COMPLETION DATE: —
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: —	PERCENT OF TIME ELAPSED: —
PROJECT AUTHORIZATION: $29,261.25	ENGINEERING AUTHORIZATION: $2,080.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $23,682.10	ENGINEERING COST TO DATE: $2,026.72	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $23,682.10	PERCENT OF AUTHORIZATION: 97 %	DATE PROJECT WAS COMPLETED: 12 October, 1965
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 2 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	~~Rock~~ Excav.	OIL AND/OR PAVE.	MAT'L PROD	Rock Emb..	
	100	100	100			100	

	GRADING	Excavation ~~Rock~~	Rock Emb. MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.14	0.06	0.06		
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.14	0.06	0.06		
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,200	5,000	6,600		
TOTAL QUANTITIES CORRECTED TO DATE	5,962	6,580	4,632		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,962	6,580	4,632		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Overcast			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Clear			
FRIDAY	Clear			
SATURDAY				

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work performed by Contractor
TUESDAY	Same as Monday.
WEDNESDAY	Same as Monday.
THURSDAY	Same as Monday
FRIDAY	Same as Monday
SATURDAY	

REMARKS

Semi-final turned in Friday.
This is, the last Weekly Report.

SIGNED William E. Lewis LOCATION Newport, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
NOV 2 - 1965

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-184(2)

6678

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 19, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 12, 1965, on Contract No. 6678, Rocky Creek Slide Section, in Lincoln County, in connection with Federal-Aid Project No. ER-184(2).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: Oct. 20, 1965

Conditions noted on above date:

Contract work considered to have been satisfactorily completed.

A. W. Parsons
Division Engineer.

By ME Martin
M. E. Martin
District Engineer

OCT 26 1965

RECEIVED
OCT 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Morgan - Young
By Asst. State Hwy. Engr.
11-1-65

RECEIVED
OCT 12 1965

Form CD-121 (Rev. 6-63) (Rev. Oct. 1964) A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR FILES

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: October 7, 1965

In reply refer to:

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon ER-184(2)
Rocky Creek Slide Section
Oregon Coast Highway
State Force Order No. 2

Reference is made to your letter dated September 30, 1965 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. This is an anticipated item included in the original project authorization and the plans indicate the work to be performed by "others."

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

REFERRED TO
w/2nd.
Ly Asst. State Hwy. Engr.
10-12-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—SM

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 2 - 1965 Time
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Rocky Creek Slide Date September 15, 1965

Highway Oregon Coast Contract No. 6678 F. A. Project No. ER-184(2)

County Lincoln Prefix 21-1080 Account No. 263 -02

Description of Work To Be Done:

Salvage approximately 100 feet of guard rail which has fallen into the slide area. When fill has been restored, reinstall salvaged guard rail.

Location by Station Numbers:

520+50 - 521+50 Rt.

Estimate of Quantities and Costs:

Labor	$150.00
Equipment Rental	50.00
	$200.00 Total

Explanation:

Construction plans called for this work to be "done by others" and funds were provided in project authorization. This work can best be accomplished by Newport section maintenance crew.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $ 29,261.25

Present estimate of project cost, including
$ 200.00 for work under this order $ 29,261.25

Expected under-run / over-run (amount) . . . . . $ 0

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Wendell E. Schwartz
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer
Asst. Division Engineer

Approved: /s/ L. H. Young
~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
OCT 1 - 1965
FOR FILING
ER-184(2)

September 30, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 224-238, covering seeding and mulching on the Rocky Creek Slide Section of the Oregon Coast Highway in Lincoln County, Contract No. 6678, in connection with Federal Aid Project No. ER-184(2).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

This order was tentatively recommended for approval by the BPR Area Engineer September 22, 1965. Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $300.00, with Federal participation of $180.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Encl.

cc: F. D. Morgan
H. K. Chase

LHY:ia

RECEIVED
AUG 25 1965

FOR FILING
ER-184(2)
6-18

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 24 1965 by M E Martin
Title Liai. Engineer
U.S. Bureau of Public Roads

Project Name Rocky Creek Slide — Date August 24, 1965
Highway Oregon Coast — Contract No. 6678
County Lincoln — Prefix 21-1080
Contractor Pioneer Construction Company — F. A. Project No. ER-184(2)
Address 7881 N.W. St. Helens Road, Portland, Oregon — Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State's share, Construction Flagging

Location by station numbers:

Entire Project

Estimate of quantities and cost:

Labor - $500.00 Total

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This amount was provided in construction authorization for flagging. Percentage allowance to contractor to be in conformance to executed contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 29,261.25
Present estimate of project cost, including $ 500.00 for work under this order	$ 29,261.25
Expected under-run / over-run amount	$ 0.0
Expected under-run / over-run per cent	0.0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Wendell E. Schwartz, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or [illegible]

Approval Recommended: /s/ Harold Wimer, Asst. Division Engineer

Approved /s/ L. H. Young [illegible] Office Engineer

State Printing

Young 9-15-65

RECEIVED
AUG 25 1965

Form CD-121 (11-63)
(FHWA-PR)
A.G. 000-10)

UNITED STATES GOVERNMENT

Memorandum

ER-184(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6678

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 20, 1965

In reply refer to: 08-35.2-EC

SUBJECT: Oregon Project ER-184(2)
Rocky Creek Slide Section
Slide Correction

As requested in Mr. Young's letter of August 18, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of August 17, 1965 in the award of contract No. 6678 to PIONEER CONSTRUCTION CO. of Portland, Oregon, low bidder in the amount of $25,010.00 at the August 10, 1965 bid opening.

REFERRED TO
Young
Asst. State Hwy. Engr.
8-25-65

RECEIVED
AUG 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 19 1965
FOR FILING

6678

August 18, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of August 12, 1965 is requested in the award of contract for the Rocky Creek Slide Section, Project No. ER-184(2).

The contractor receiving the award is Pioneer Const. Co. of Portland in the amount of $25,010.00 with the Contract No. 6678 assigned. This bid was recieved on August 10, 1965 and awarded August 17, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

Very tr ly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:cd

RECEIVED
AUG 18 1965

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. STOLLER, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 17, 1965

Pioneer Construction Company
7831 N. W. St. Helens Road
Portland, Oregon

Gentlemen:

The State Highway Commission on August 17, 1965, awarded to you State Highway Contract No. 6678 for the following project:

Slide correction on the Rocky Creek Slide Section of the Oregon Coast Highway in Lincoln County.

This award was based on your bid of $25,010.00 which was submitted to the Commission on August 10, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Frank Morgan
L. H. Young
R. G. Savage (SLAC)

RECEIVED
JUL 28 1965

Form 1412
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 26, 1965

In reply refer to: 08-35.2-DB

FROM A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-184(2)
Rocky Creek Slide Section
Slide Correction

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project, with no utility adjustments involved, as indicated in Mr. Litchfield's and Mr. Oakes' June 23 and July 23, 1965 reports.

The use of Article 102-4.2, Embankment Measure, is approved for this project.

Mr. Young's July 22, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

RECEIVED
JUL 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Young thru Land.
BY ASST. STATE HWY. ENGR.
copies to Oakes
Litchfield
7-29-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 23 1965
FOR FILING

Oregon Coast Hwy.

Contract No. ____ Section Curry Co. Section 10.V.136 FA No. ER-184(2)

Type Order SP(3) No. — Amount $ 20,101.06 Funds in Project Author. $ _____

Status of Total Project Authorization: Over _____ % $ _____ Under _____ % $ _____

ER-184(3)

Explanation (why) and Comments The possibility of performing this permanent flood restoration work, as a negotiated contract and offering it to only one Contractor, was discussed with the Bureau of Public Roads. They do not believe there are sufficient grounds to justify a finding in the public interest for this action. However, they indicated they would consider a formal contract with a short advertising notice.

6-6778

Priced Checked by Cost Analyst — Discussed Ass't. Constr. Engr. Yes

Discussed B.P.R. July 22 1965 by Swan

Action Recommended B.P.R. Reject Negotiated Contract Method By T. Doe

Authorized to proceed due to emergency or unusual conditions: YES _____ NO _____

cc Bureau of Public Roads

RECEIVED
JUL 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 28 1965

ER - 171-1

GLH

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 22, 1965

To: Mr. E. S. Hunter
Maintenance Engineer
D E P A R T M E N T

SUBJECT: ER Slide Correction
Rocky Creek Section
Oregon Coast Highway
M.P. 130.1

You recently instructed this office to immediately commence restoration at the subject location. This was reviewed with BPR Area Engineer Glenn Hossner who advises that the program for this work is just now being submitted from their local BPR office and that approval from Washington will not likely be received for about another month. He further said that the Washington office was no longer expediting, or giving, prior approval to such programs and they are being approved as they come.

He further said that this work could not be considered under the temporary or emergency category. In fact, this office informally asked him better than a month ago if this couldn't be done, and the project done in conjunction with the work Pioneer Construction Company is doing nearby on a non-ER slide correction project.

Plans have been prepared for contracting this work and according to the regulations pertaining to ER funds, bids cannot be called for until after program approval is received. These plans, four copies of the specifications, the locating engineer's report, a roll of cross sections, a pad of miscellaneous computations, and a book of location field notes are being submitted by a copy of this letter to Construction Engineer F. D. Morgan with the request that he expedite their handling and preparation for contracting. Also, that he arrange for contracting at the earliest possible date after BPR approval is secured.

The only way to get this project completed any sooner is to pay for it entirely with state funds. I doubt this is desired, but it will be done if you will issue the instructions to do so. Further information that will be of interest to Morgan is that no additional right of way will be required and that there is one item "correction embankment construction" that the ER funds can be used for.

It is is desireable to have the waste materials from the portion of the project that ER funds will participate in placed in such a manner

Diener 4-26-63
Grant for E.R. approval
and obtain additional E.R. funds
eligible slide
cc. Morgan
Edwards

NOTED
TOM EDWARDS

NOTED
J. A. PHILLIPS

that they can be used for a future intersection revision in the vicinity, we should pay with state funds for the compaction of these materials. It is a minor item.

R. D. Asburry
Division Engineer

By Gerald Wimer

Gerald Wimer
Assistant Division Engineer

GW:cp
Enclosure
cc: Mr. F. D. Morgan

RECEIVED
APR 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

123-1111 Jackson Creek Sec., I. 1965
O. N. Hwy (Grad & Pav)
6679

RECEIVED
OCT 5 - 1966
FOR FILING

123-1111
6679

October 4, 1966

United Pacific Insurance Company
Portland Branch Office
419 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

Contract No. 6679 awarded to F. H. McMunn for grading and paving on the Jackson Creek Section of the I. O. N. Highway in Malheur County was completed on May 28, 1966, and accepted by the Highway Commission on September 29, 1966.

Final payment in the amount of $14,164.55 will be released to the contractor after October 11, 1966. The total contract amount is $280,998.58 including $1,522.78 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Mr. F. H. Mcewen
420 East 17th
Eugene, Oregon 97401

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 30 1966
FOR FILING

123-1141
6679

September 29, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed May 28, 1966, on Contract No. 6679. The contract was with F. H. Neilsen and was for grading and paving on the Jackson Creek Section of the I. O. H. Highway in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 29, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R.L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

bg

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Jackson Creek		WEEK ENDING: July 22, 1966
		SECTION PREFIX: 123-1111
HIGHWAY: ION		COUNTY: Malheur
NAME OF JOB: Jackson Creek	KIND OF WORK: Grading and Paving	
CONTRACTOR: F. H. McEwen	CONTRACT NUMBER: 6679	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 17, 1965	DATE WORK STARTED: August 24, 1965	ESTIMATED COMPLETION DATE: May 28, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN. SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: May 11, 1966	PERCENT OF TIME ELAPSED: 114
PROJECT AUTHORIZATION: $ 327,961.12	ENGINEERING AUTHORIZATION $ 23,321.68	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 304,639.44	ENGINEERING COST TO DATE $ 22,348.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 281,537.00		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVER~~ UNDERRUN 8 %	PERCENT OF AUTHORIZATION 96 %	May 28, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	~~BLOCKING~~		
100	100	100	100	100	STONE BASE		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.00	7.00	7.00		7.00
MILES PARTIALLY COMPLETED	7.00	7.00	7.00		7.00
MILES COMPLETED	7.00	7.00	7.00		7.00
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,380 Hr.	7,980 Ton	36,200 ton		21,200 ton
TOTAL QUANTITIES CORRECTED TO DATE	794 Hr.	9,275 Ton	37,431 ton		20,260 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	794 Hr.	9,269 Ton	37,431 ton		20,260 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	No report on weather from this area.			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

E

B

W

Bond

Burbea

Walker

Swan

Chan

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity all week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate submitted to Division office Monday of this week.
This will be the final report on this project.

SIGNED P. J. Summitt LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUN 27 1966
FOR FILING

123-1111

6679

June 3, 1966

Mr. F. H. McEwen
220 East 17th
Eugene, Oregon 97401

#4

Dear Mr. McEwen:

The State Highway Commission at its meeting on June 2 considered your request for an extension of time on Contract No. 6679 on the Jackson Creek Section of the I. O. N. Highway in Malheur County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to May 11, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Sm
cc A. F. Parsen
E. S. Thompson
L. H. Young
F. D. Morgan
C. H. Maison

FORM E-123X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 18, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 4
June 2, 1966 meeting

Gentlemen:

F. H. McEwen, contractor on the Jackson Creek Section of I. O. N. Highway in Malheur County, Contract No. 6679, requests an extension of 10 calendar days. The contractor bases his request on adverse weather which curtailed his production and two holidays in November being in excess of what would be normal.

While it is true that the contractor's paving operations were curtailed by snow, adverse weather cannot be considered as a valid reason for an extension of time. The fact that there were two holidays during the month of November is not a valid reason for an extension of time and the contractor must have been aware of this fact when he bid the job. A "stop work" order was in effect from November 26, 1965 to April 18, 1966. When the "stop work" order was issued, there were four calendar days remaining of the original contract time. A second "stop work" order was issued effective April 18 because the weather was too cold to permit paving to continue. This second "stop work" order was rescinded effective May 9, 1966, and this additional time is justified.

I recommend that the specified completion date be extended to May 11, 1966, based on the two "stop work" orders and the four days remaining when the first order was issued.

The estimated completion date for this project is June 1, 1966, and the liquidated damages to that date will amount to $2,000.

E. Thompson

This matter will be on the agenda of the June 2 meeting to confirm Mr. Jackson's verbal approval given on April 23, covering the first period of the "stop work" time and for your approval of the second "stop work" time.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

E-220 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Dec. 9, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 4 days to 14 days, within which to complete our Contract No. 6679, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: In November we lost the 12th, 13th & 15th on account of the weather. The 23rd, 24th & 26th we got in less than 50% of Production on account of the weather.

We are asking for the 11th and the 25th because of them being holidays in excess of what would be in the normal working month. The 14th & 21sh were Sunday but we could not work even xx if we had elected to because of weather. The 11th & 25th both wouldquestionable because of weather.

Respectfully submitted,

J. C. Compton Company
sub-Contractor

By John C. Compton

F H McEwen
Contractor

By F H McEwen

CONSENT OF SURETY

Date 12/17, 1965

We, United Pacific Insurance Co.

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Resident Agent

Jim Stevenson
1358 Oak St. Eugene, Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6679 Contractor F. H. McEwen

Highway I.O.N.

Section Jackson Creek

Kind of Work Grading and paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

~~Granted ten days as outlined in contractor's request. Adverse weather severly hampered paving activities making it impossible to achieve normal production.~~

Extension granted for all that time covered by the "stop work" orders plus the 4 days remaining when the first "stop work" order was issued.

Recommended for Approval:

Division Engineer

By Construction Engineer or Bridge Engineer

State Highway Engineer

State Printing 27929

Contract No. 6679

Project designation State (State-Federal)

Date awarded August 17, 1965

Work started August 24, 1965

Per cent completed 64 11-26-65 (Date)

Spec. completion date Nov. 30, 1965

~~No. of Workdays Allowed~~

Shut down order issued

~~No. of Workdays Used~~ Nov. 26, 19 65

4 left plus 10 add. days following release

No. of Added Working Days Allowed ~~shutdown order.~~

Add. Ext. to

FORM E-20 80M 3-65 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 13, 1966

SUBJECT: Request for Time Extension
Jackson Creek Section
I. O. N. Highway
Contract No. 6679

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

L

My letter of April 22, 1966 requested a time extension on the subject contract based on a "stop work" order. The contractor was given a "resume work" order April 18, 1966. That same afternoon the contractor was issued another "stop work" order because the weather was too cold to continue paving. This second "stop work" order was rescinded effective May 9, 1966. It is anticipated that work will continue without further interuption. This second "stop work" order justifies a further extension of the completion date to May 11, 1966 and we recommend that an extension to this date be granted. The estimated completion date for this project is June 1, 1966 and liquidated damages accrue at the rate of $100 per calendar day.

We do not believe that verbal Commission approval is necessary for this second extension since the earlier concurrence which you secured from Mr. Jackson on April 23 is adequate to cover the current monthly estimate. We have revised the request form to reflect this additional time and have prepared a revised rough draft of a letter to the Highway Commission. Your file is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:nh

Attach.

cc: L. H. Young

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Columbia, Oregon
May 3, 1966

Re: Detour to York
Siuslaw River Section
Contract No. 6079

F. H. Herman
Box [illegible] 11th Avenue
Eugene, Oregon

Gentlemen:

This letter to rescind [illegible] letter dated April 29, 1966 stopping work by 8 AM April 1., 1966.

[illegible] conditions at present [illegible] and Mr. John Compton of J. C. Compton Company, Corp. called yesterday and they would like to start paving Monday May 9.

Based on above, assuming that work can be resumed at that time, charge of time will be started 8:00 AM Monday, May 9, 1966.

Very truly yours,

P. F. Burnett

P. F. Burnett
Resident Engineer

cc: J. C. Compton Company, Corp.
A. F. Parson, Div. Mgr.
E. D. Morgan, Const. Engr.
L. H. Young, Office Engr.

Routing

Morgan	Cass
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wille
Glenn	Litchfield
Swan	Olsen

RECEIVED
MAY 3 1966
CONSTRUCTION
DIVISION

FORM E-90 50M 1-66 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1966

To:

Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

SUBJECT: Request for Time Extension
Jackson Creek Section
I.O.N. Highway
Contract No. 6679

Attached is a request from F. H. McEwen, contractor on the subject project, for an extension of time in the amount of 10 calendar days. The contractor's request is based on poor productivity on certain days last November due to adverse weather and the two holidays which occurred in November. Neither of these are valid reasons for time extension.

This is a State project with a specified calendar completion date of November 30, 1965. After intermittent interuptions of the paving by snowing, and with the contractor's concurrence, a "stop work" order was issued effective November 26 or 4 calendar days before the specified completion date. The paving was 30% completed at that time. A "resume work" order was issued effective April 18, 1966.

We have reviewed the file and find no other reasons that would justify a time extension. Bids were opened August 10, 1965 and the contractor moved in promptly the following week. The contract was mailed to him on August 24. There have been no unanticipated "extra work" orders or price agreements. The present outlook is for a 9% underrun of the project but this may not all materialize as some additional patching has been considered. However, in no case do we expect to overrun the contract amount.

We recommend that the completion date be extended to take into account the ordered "stop work" time only, which in effect would establish a new completion date of April 22, 1966. Present estimated completion date is May 6 and the liquidated damages penalty is $100.00 per calendar day.

Since this project is in its final stages and should be completed before the next Commission meeting I recommend that

Noted
F. B. KLABOE

verbal approval of the new completion date be secured from the Highway Commission in order to avoid any delay in processing payments to the contractor. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:nh

Attach.

cc: L. H. Young

RECEIVED
APR 25 1966
OFFICE OF
HIGHWAY ENGINEER

TIME EXTENSIONS

North City Limits-5th Street (Lakeview)
Contract 6716

Contractor is Percy Jellum.

Request extension for "stop work" from November 30, 1965 to April 7, 1966, plus 15 calendar days for delay in award (due to R/W problem) plus 22 days for delay in moving power poles. = new completion date requested of May 13, 1966.

(Estimated completion is May 15 = $150 penalty) Specified completion was Nov. 30, 1965.

Jackson Creek Section
of I.O.N. - Contract 6679

Contractor is F. H. McEwen

Request extension of time to take into account the ordered "stop work" from November 26, 1965 to April 18, 1966.

Extend completion date from November 30, 1965 to April 22, 1966.

(Contractor requested 10 additional days for bad weather and holidays in November, 1965--not valid.)

Approved by Mr. Jackson
on 4-23-66.
JSK Labor

April 22, 1966

JAB:sw
Porter
cc Bond
Young
Maison
11-26-66

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Please
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
APR 23 1966
CONSTRUCTION
DIVISION

RECEIVED
AUG 18 1965

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. [illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

123-111
667

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 17, 1965

Mr. F. E. Holbrook
220 East 17th Avenue
Eugene, Oregon 97401

Dear Mr. Holbrook:

The State Highway Commission on August 17, 1965, awarded to you State Highway Contract No. 6679 for the following project:

Grading and paving on the Jackson Creek Section of the I. O. N. Highway in Malheur County.

This award was based on your bid of $290,521.00 which was submitted to the Commission on August 10, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Frank Morgan
C. A. Young
R. G. Savage (SIAC)

RECEIVED
JUL 23 1965
FOR FILING
123-1111
6679

July 21, 1965

Oregon State Highway Commission

Gentlemen:

During last year the Highway Commission approved a project which was constructed on the I. O. N. Highway north of McDermitt. The existing road north of this project is in a somewhat delapidated state of repair and it is desirable that resurfacing work be scheduled as rapidly as possible and as funds will permit.

I recommend that a seven-mile project be added to the 1965 State Construction Program, which will cover resurfacing and shoulder paving, at an estimated cost of $350,000.

The project was approved by Chairman Jackson on July 19 and I recommend your concurrence at the August 24 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
A. F. Parson

RLP:ms bg

FORM E-90 90M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1965

SUBJECT:

To: MEMO TO FILE

On this date, Chairman Jackson approved adding to the current State Construction Program a 7-mile project on the I.O.N. Highway between McDermitt and Basque. This project is to start at the north end of the 1964 project.

Mr. Jackson was informed that the cost would be from $300,000 to $350,000.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe

RECEIVED
JUL 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 16 1965
FOR FILING

123-1111

6679

Salem, Oregon 97310
July 15, 1965

I.O.N. Highway

Mr. F. D. Morgan
Construction Engineer
BUILDING

Please prepare a project for about seven more miles of highway widening and slope improvement work on the I.O.N. Highway northerly of the first unit recently completed from the Nevada state line.

This project should be about seven miles in length and will, therefore, cost somewhere in the neighborhood of $300,000 to $350,000.

It should be worked up and placed on the calendar for letting at the earliest possible date, preferably August 10, but if not then at the next letting. This will be a State construction project.

F. B. Kinnee
Assistant State Highway Engineer

FBK:mrb

cc: Mr. R. L. Porter
Mr. Tom Edmarin
Mr. L. N. Young

34-1121	Jamieson Rd-Raleigh Hills Sec., Beaverton Hillsdale Hwy. (Grading & Paving)	1965
# 6680		

RECEIVED
AUG 11 1966
FOR FILING

34-1121

6680

August 11, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6680 awarded to Gary Baker, Contractor, for grading and paving the Jamieson Road-Raleigh Hills Section of the Beaverton-Hillsdale Highway in Washington County was completed on December 15, 1965, and accepted by the Highway Commission on August 9, 1966.

Final payment in the amount of $3,870.34 will be released to the contractor after August 18, 1966. The total contract amount is $130,319.55 including $1,308.32 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Gary Baker, Contractor
2030 East Main Street
Hillsboro, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
AUG 10 1966
FOR FILING

34 1121
6681

August 9, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed December 15, 1965, on Contract No. 6680. The contract was with Cary Baker, Contractor and was for grading and paving on the Beaverton-Hillsdale Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 9, 1966, and that you concur in this procedure at the Commission meeting on August 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Eulien

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: JAMIESON ROAD - RALEIGH HILLS		WEEK ENDING: July 16, 1966
		SECTION PREFIX: 34 - 1121
HIGHWAY: Beaverton - Hillsdale		COUNTY: Washington
NAME OF JOB: JAMIESON ROAD - RALEIGH HILLS	KIND OF WORK: Grading & Paving	
CONTRACTOR: Gary Baker	CONTRACT NUMBER: 6680	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 17, 1965	DATE WORK STARTED: September 7, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN SUPERVISION	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 120	WORK DAYS USED CALENDAR DAYS USED 120
	SPECIFIED COMPLETION DATE: Dedember 15, 1965	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $151,868.70	ENGINEERING AUTHORIZATION: $10,799.55	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $141,069.15	ENGINEERING COST TO DATE: $14,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $134,170.00	PERCENT OF AUTHORIZATION: 134 %	DATE PROJECT WAS COMPLETED: June 2, 1966
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 2 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.96	0.96			0.96
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.96	0.96			0.96
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,100	9,270			8,400
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,930	9,495			9,280
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
July SUNDAY 10	
MONDAY 11	
TUESDAY 12	
WEDNESDAY 13	
THURSDAY 14	
FRIDAY 15	
SATURDAY 16	

REMARKS

Office completed the Semifinal Estimate and it was hand delivered to the Division Office on Tuesday, July 12, 1966.

- F - I - N - I -

cc: Construction 2
Division
File

SIGNED James W. Cochell LOCATION Beaverton 97005

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
AUG 18 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

1-1191

6640

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

August 17, 196[illegible]

[illegible] Baker, Contractor
[illegible] Main Street
Hillsboro, Oregon

Dear Sir:

The State Highway Commission on August 17, 1965, awarded to you State Highway Contract No. 6640 for the following project:

Grading and paving on the Jackson Road-Sleigh Hills section of the Beaverton-Hillsdale Highway near Beaverton in Multnomah and Washington Counties.

This award was based on your bid of $120,4[illegible].00 which was submitted to the Commission on August 10, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

JT

cc: Frank Morgan
L. M. Young
[illegible]. E. Savage (1 C)

31-1112	Grand Ronde R. Sec., Wallowa Lake Hwy.	1965
#6681	(Grading & Paving	

Final Post Final
No. 47

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Grande Ronde River		WEEK ENDING: March 17, 1967
		SECTION PREFIX: 31-1112
HIGHWAY: Wallowa Lake		COUNTY: Union
NAME OF JOB: Grande Ronde River Section	KIND OF WORK: Grading, Paving, and Structure	
CONTRACTOR: Vernie Jarl	CONTRACT NUMBER: 6681	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 17, 1965	DATE WORK STARTED: September 8, 1965	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: June 15, 1966	PERCENT OF TIME ELAPSED: 108
PROJECT AUTHORIZATION: $471,979.12	ENGINEERING AUTHORIZATION: $33,562.96	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $438,416.16	ENGINEERING COST TO DATE: $36,115.62	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $438,416.16		DATE PROJECT WAS COMPLETED: July 8, 1966
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 108 %	

Semi-Final submitted August 8, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.21	1.21			1.21
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.21	1.21			1.21
TOTAL ESTIMATED QUANTITIES (CONTRACT)	43,260	42,700			4,600
TOTAL QUANTITIES CORRECTED TO DATE	43,260	41,700			4,571
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	43,260	41,700			4,571
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	800A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CONSTRUCTION POST ENGINEERING WORK ONLY

GLN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
March 10 FRIDAY	Completed setting R.P. & R/W Markers on all curve points & Angle points.
SATURDAY	

REMARKS

POST CONSTRUCTION ENGINEERING WORK COMPLETED.

SIGNED J C Hutt LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
OCT 18 1966
FOR FILING

31-1112

6681

October 17, 1966

General Insurance Company
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6681 awarded to Vernie Jarl for grading, paving, and structure on the Grande Ronde River Section of the Wallowa Lake Highway in Union County was completed on July 8, 1966, and accepted by the Highway Commission on October 14, 1966.

Final payment in the amount of $19,610.49 will be released to the contractor after October 24, 1966. The total contract amount is $399,900.04 including $887.77 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fhe
cc Mr. Vernie Jarl
P. O. Box 691
The Dalles, Oregon 97058

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 17 1966
FOR FILING

31-1112
6681

October 14, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 8, 1966, on Contract No. 6681. The contract was with Vernie Jarl and was for grading, paving, and structure on the Grande Ronde River section of the Wallowa Lake Highway in Union County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 14, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
T. D. Morgan
C. H. Maison
A. F. Parson

bg fn

RECEIVED
AUG 31 1966
FOR FILING

21-1112

August 30, 1966

Oregon State Highway Commission

Gentlemen:

On August 25 you approved an extension of time on the Grand Ronde River Section of the Wallowa Lake Highway in Union County, Contract No. 6601. The contractor was Vernie Jarl of Gresham, Oregon.

The letter of transmittal incorrectly stated that the extension approved would eliminate all liquidated damages. This statement was in error. There will remain a total of six days at $100 per day in liquidated damages that will be assessed to the contractor since there is no justification for any extension beyond the date approved by you.

This letter is to clear the record.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. E. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parsen

FBK:srb bg

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1966

SUBJECT: Extension of Time
Grande Ronde River Section
Wallowa Lake Highway
Contract No. 6681

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer

B U I L D I N G

It has been noted that my August 4, 1966 letter concerning the subject request listed the wrong date for the completion of the project. The project was completed July 8, not July 2. The contractor's request was for extension to July 2. We cannot find any justifiable reason for granting an extension beyond this date, so the recommendation to the Commission is essentially correct. The remaining liquidated damages, however, will amount to $600 based on the penalty rate of $100 per day.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

DES:nh

cc: L. H. Young

RECEIVED
AUG 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 4 - 1966
FOR FILING

31-1112
6681

August 26, 1966

#6

Mr. Vernie Jarl
P. O. Box 691
The Dalles, Oregon 97058

Dear Mr. Jarl:

The State Highway Commission at its meeting on August 25 considered your request for an extension of time on Contract No. 6681 for the Grande Ronde River Section of the Wallowa Lake Highway in Union County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to July 2, 1966.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc A. F. Parsen
J. C. Hiatt
L. H. Young
F. D. Morgan
C. H. a Maisen

RECEIVED
AUG 10 1966
FOR FILING

31-1112

6681

August 10, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 6
August 25, 1966 meeting

Gentlemen:

Vernie Jarl, contractor on the Grand Ronde River Section of the Wallowa Lake Highway in Union County, Contract No. 6681, requested an extension of the specified completion date from June 15 to July 2, 1966.

It was necessary to remove unsuitable subgrade materials encountered in some areas of the new roadbed and stabilize them before surfacing and paving could proceed. This also contributed to a 14 percent overrun in the general excavation quantity. This additional work justifies an extension of 17 calendar days.

I recommend that the specified completion date be advanced to July 2, 1966. This will eliminate all liquidated damages. This is a State project.

This matter will be on the agenda for your consideration at the August 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

DES:nh fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6681 Contractor Vernie Jarl

Highway Wallowa Lake

Section Grande Ronde River

Kind of Work Grading, Paving & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Instability of soils underlying the designed roadway throughout most of the southerly one half mile of the project necessitated removal of much of these areas below subgrade.

Progress of the contractor's work was delayed by this additional excavation and backfill.

Recommended for Approval:

[signature] Division Engineer

[signature] for Construction Engineer or Bridge Engineer

[signature] State Highway Engineer

Contract No. 6681

Project designation State (State-Federal)

Date awarded August 17, 1965

Work started Sept. 8, 1965

Per cent completed 100- 7-2-66 (Date)

Spec. Compl. Date June 15, 1966

Request extended to July 2, 1966

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 2, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from June 15 days to July 2 days, within which to complete our Contract No. 6681, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Due to the Engineers request for removal of material below sub-grade elevation through unstable areas and back fill with suitable material.

Respectfully submitted,

Vernie Ford
Contractor

By .....

CONSENT OF SURETY

Date June 6th, 1966

We, GENERAL INSURANCE COMPANY OF AMERICA,

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

E Stewart
Attorney-in-fact E. Stewart

DOOLY & CO. (SEAL)
By
R. H. DOOLY Resident Ag
Partner

FORM E-90 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1966

SUBJECT: Extension of Time
Grande Ronde River Section
Wallowa Lake Highway
Contract No. 6681

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

Attached is a request from Vernie Jarl, contractor on the subject project for an extension of the specified completion date from June 15 to July 2, 1966 without the assessment of liquidated damages. The contractor's request is based on additional time required to remove material below subgrade elevation in unsuitable areas and backfill these areas with suitable material.

The contractor was requested to remove unsuitable subgrade materials in the southerly ½ mile of the project. Prior to the engineer's request that this material be removed and backfilled, the contractor at his own expense excavated several areas of unsuitable material adjacent to the old roadway in an attempt to stabilize the roadbed so that he could keep working and tried to meet the specified completion date. He backfilled these areas with quarry rock at his own expense. The additional work requested by the engineer delayed the contractor's other work through 12 working days which is equivalent to 17 calendar days.

The original completion date for this project was June 15, 1966. The project was completed July 2, 1966. The 17 days mentioned above justify an extension to July 2 and it is our recommendation that the specified completion date be extended to July 2, the actual completion date. This will eliminate all liquidated damages. This is a State project.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

OFFICE
STATE HIGHWAY ENGINEER

DES:nh

Attachments

cc: L. H. Young

FORM E-123X SOM 4-62

RECEIVED
JUN 20 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. CROSLEY, JR.
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR FILING
31-1112
6681

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 3, 1966

City of Elgin
City Hall
Elgin, Oregon

ATTENTION: Mr. Lloyd C. Spikes

Re: Water Main Relocation
City of Elgin
Grande Ronde River Section
Wallowa Lake Highway
Union County
Contract No. 6681

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, dated May 18, 1966, have been approved by the State. This will confirm Mr. Valentine's authorization to proceed with this work as of May 23, 1966.

As previously agreed, the State will reimburse the City on the following basis:

Conflict	% State to Reimb.	City's Estimate	State's Share
130' of 12" Water Main	50%	$2,299.63	$1,149.81
66' of 8" Water Main	100%	691.12	691.12
	TOTAL	$2,990.75	$1,840.93

Reimbursement for work performed subsequent to May 23, 1966 will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
A. F. Parson
J. C. Hiatt
J. B. Bangert
J. W. Valentine

RECEIVED
STATE HIGHWAY

FORM E-186

RECEIVED
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD

KENNETH N. FRIDLEY, MEMBER
PAISLEY

DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
State Highway Engineer

R. L. PORTER
Deputy State Hwy. Engr.

G. E. ROHDE
Chief Counsel

The State Highway Commission on , awarded to you State Highway Contract No. for the following project:

, ,
.

This award was based on your bid of , which was submitted to the Commission on , for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc Frank Morgan
L. H. Young
. G. Savage ( )
I. D. Merchant

RECEIVED
JUL 23 1965
FOR FILING

31-1112

6681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1965

SUBJECT: File No. 37367 - Harris Mt.
Sportsman Club
Grand Ronde River Section
Wallowa Lake Highway
Union County

To: Mr. Forrest Cooper
State Highway Engineer

ADMINISTRATION

In order to keep you up to date on the Mt. Harris Sportsman Club matter which Senator Raymond mentioned on the recent Commission trip, I am attaching a copy of our District Supervisor's latest report on the negotiation.

We do not seem to be any closer to a solution than we were a couple of weeks ago. We seem to get an entirely different story from the Sportsman Club regarding Mr. Raymond's attitude in this matter than we get from Mr. Raymond personally.

Division Engineer Parson and our Right of Way Supervisor Chatwood plan to meet with Senator Raymond on this Friday, the 23rd of July to discuss the matter further. In the meantime, we will process a condemnation action so that we can meet the August 10 bid opening.

It is our hope that we can yet settle this matter on either the basis of a partial taking or on the basis of taking the entire property without resorting to a filing in condemnation.

G. E. ROHDE
Chief Counsel

By D. Moehring

D. H. Moehring
Right of Way Engineer

DHM:SM
cc: Frank McKinney

RECEIVED
JUL 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
FORREST COOPER

NOTED
L. A. CHATS

Holt

FORM C-30 (Rev. 7-61) SP 6220-736

RECEIVED
JUL 20 1965
RIGHT OF WAY

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon 97850
July 19, 1965

NOTED
L. A. HOLT
7 E D
D. H. MOEHRING

SUBJECT: File 373670-Mt. Harris Sportsman Club
Grande Ronde River Section
Wallowa Lake Highway
Union County

To: Mr. D. H. Moehring
Right of Way Engineer
Salem

RECEIVED
JUL 20 1965
RIGHT OF WAY

Attention: L. Holt, Administrative R/W Agent

Jim Dixon, our negotiator, had made an appointment with a Mr. Churchill to try again to negotiate this file this evening, a meeting which I had planned to attend. The adjacent property owner, Mr. Follett, was also asked to attend. At 11:55 a.m. this date, Mr. Churchill called and said that the club would not be able to meet with us this evening for this negotiation. I asked him what evening would be convenient and he said he did not know inasmuch as the farmers were working late during the harvest season. I then asked him if he would let us know when a meeting could be arranged and he stated that he did not think he could do this. I then told him that we would keep in touch with him, and also asked him if at their regular meeting last Friday night had they appointed someone to transact business for the club. He said they had made no change; that they still thought our offer was ridiculously low and asked if we had changed our minds on the price. I told him we had inspected the property again and had considered it from all angles and we could not see where we could better our offer. Mr. Churchill further explained that there was an attorney and a judge among their members and that they decided they could do far better than our offer. He further stated that the state senator, Ruff Raymond, was disgusted on our low offer. I told him that in view of these facts, we would go ahead and file on the property as we would not want to jeopardize the August 10th letting date Mr. Cooper had promised the City of Elgin. I told him I would engage a fee appraiser and have the property appraised again and would contact him at a later date.

Before making these people another offer, we will have a before and after appraisal made by both Mr. Thomas and our appraiser, Don Jones. I would like to make our offer in two ways; that is, one for the entire property, and one for the taking only. I personally cannot see where the entire property is worth in excess of $2,500 and believe that the State would come out on this kind of deal because small acreages are beginning to move because of the new industry in the Elgin area.

Condemnation proceedings should proceed on this file at once to meet our contract deadline, August 10. I have discussed this with Mr. Parson today. He suggested that he and I meet with Mr. Raymond regarding this file. Mr. Raymond is not home today, but we will try to meet with him this Friday, the 23rd.

K. A. Chatwood

K. A. CHATWOOD
District Supervisor

KAC:if
cc: Mr. G. E. Rohde
Mr. A. F. Parson

RECEIVED
JAN 26 1965
FOR FILING
31-1112
6681

January 22, 1965

Hon. Lloyd C. Spikes
Mayor of Elgin
City Hall
Elgin, Oregon

Dear Mayor Spikes:

The State Highway Commission at its meeting on December 15, 1964, adopted a survey concerning improvement on the Grande Ronde River Section of the Wallowa Lake Highway.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 291".

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn
Att.

cc Union County Court
Courthouse
La Grande, Oregon

RECEIVED
DEC 4 - 1964

FOR FILING
31-1112
6681

December 3, 1964

Oregon State Highway Commission

Gentlemen:

Our survey on the Grande Ronde River Section of the Wallowa Lake Highway has been completed. The length of this survey is 1.31 miles and I attach a map for your information.

The existing bridge across the Grande Ronde River is in poor condition and will require that we spend an estimated $60,000 in repairs within the next two years unless it is replaced. This section of highway should be straightened and brought up to modern standards at the time a new bridge is constructed. The estimated cost of construction of the new bridge and roadway is $325,000 with an additional $10,000 necessary for rights-of-way for a total of $335,000. This is on the tentative State Construction Program for construction during the 1965 season.

Since the northerly end of this section will fall within the City Limits of Elgin, a public hearing was offered but was waived.

I recommend your approval of this survey and authority to purchase the necessary rights-of-way.

This matter will be on the agenda at the December 15 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
W. T. Wright
A. F. Parson

DJB:ra bbc

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
REVISED PROJECT BASE DESIGN

Page 1 of 3 Pages

RECEIVED
AUG 25 1964
FOR FILING

Section [illegible] Highway [illegible] (SR 7) County UNION

Res. Engr. J. S. Platt Approx. Length 0.8 Miles. Sta. 999+81± to Sta. 1044+32±

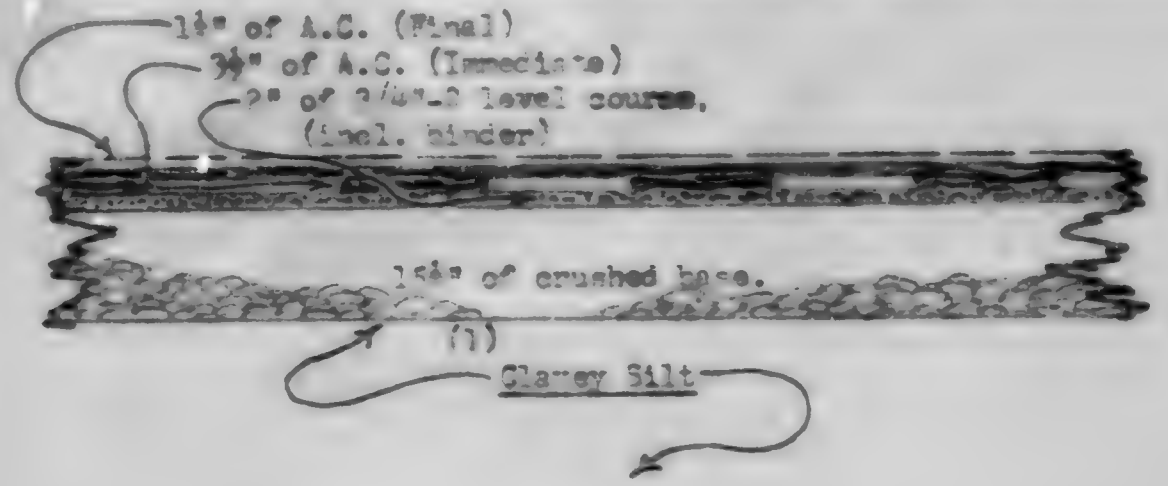
Truck A.D.T. 150 Traffic Coefficient 8.4 18 kip e.a. per day 105.2.

Annual Precipitation 25" Frost Penetration 36"±.

(1)

Typical Soil

32	LL
6	PI
100	%P 10
76	%P200
0	%Gravel
3	%C Sand
21	%F Sand
52	%Silt
24	%Clay
10	"R" Value (Corrected)



AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

	CBR Total Req.	Thick.	Actual Thick.	
		3	1½	AC-Final
		7	3½	AC-Immediate
		2	2	Level Course
		15½	15½	Cr Base
	27½	27½	22½	

OTHER ROADS

Recommend the total thickness equal ¾ the reported frost depth or 18".

NOTED
LLOYD P. SHAW

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by E. J. Hoppe
Asst. Staff Assistant

Recommended by E. W. Horre
Engineer of Materials

Recommended by [illegible]
Construction Engineer

Approved by [illegible]
Asst. State Highway Engineer

SECTION: [illegible]

HIGHWAY: [illegible] (FM 2)

COUNTY: [illegible]

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. **Present ADT** 1600 (Total)

B. **Future ADT** 2400 (Total)

C. **Mean ADT** 2000 $\left(\frac{A+B}{2}\right)$

D. **Design Period** 20 Years

E. **No. of Lanes** 2

F. **Percent Trucks** 15 (ADT basis)

G. **Trucks (in one direction)** $\frac{F\%}{2}$ 7.5% x (C) 2000 = 150

H. % **Trucks in Design Lane** 100 %

I. **Trucks in Design Lane** (G) 150 x (H) 100 % = 150

TRAFFIC COMPUTATION

TRAFFIC COEFFICIENT = K (I) 0.119

where K = 4.664

= 0.4

Auto in design lane=2000÷2=1000-150=850

850x0.000= 0.2

150x0.200 = 195.0

195.2 = 18 kip single axles per day.

N=10, T=2.4, P_t=2.5

SN=3.7+0.4

=25.7 Crushed Base Equivalent

SECTION: GRANDE RONDE RIVER-PHILLIPS CREEK

HIGHWAY: WALLOWA LAKE (FA 2)

COUNTY: UNION

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made
   See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: No special problems
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration
13. Traffic Safety: No unusual problems
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Not a problem

CONCLUSION AND REMARKS:

No cost comparison made for this project as it is a short (approximately 0.8 mile) isolated section with no PCC pavement in the immediate area. The cost of moving and setting up rigid type pavement equipment for the amount of work involved would be quite high.

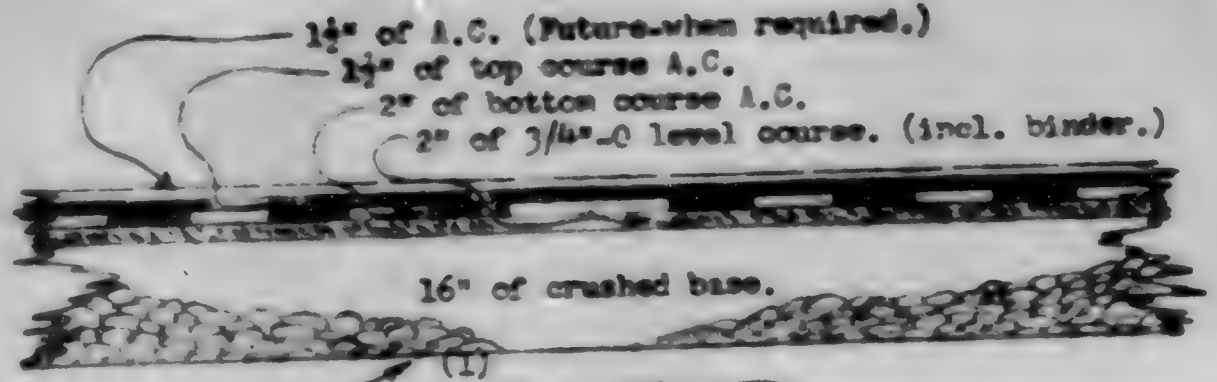
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section GRANDE RONDE RIVER-PHILLIPS CREEK Highway WALLOWA LAKE (PA 7) County UNION

Des. Engr. L. C. Platt Approx. Length of Project 0.8 Miles. Sta. 999+81± to Sta. 1048+12±

Frost Penetration - 36"±

TYPICAL SECTIONS Traffic Classif. - HEAVY (Logging Area)


1½" of A.C. (Future-when required.)
1½" of top course A.C.
2" of bottom course A.C.
2" of 3/4"-0 level course. (incl. binder.)
16" of crushed base.
(1)
Clayey Silt

(1)
Typical Soil
32 LL
6 PI
100 % P10
76 % P200
0 % Gravel
3 % C Sand
21 % F Sand
52 % Silt
24 % Clay
16 "R" Value (Corrected)
AASHO CLASSIF. - A-4 (8)

Other Traffic Classif.	Total Thickness Requirements.
Medium Heavy	18" equal to ⅓ the frost depth.
Medium	
Light	

Required Base & Rock	Required Pave. Thick.	Dressed Pave. Thick.	
	3½	3½	AC
	2	2	Level
	16	16	Cr Base
21½	21½	21½	PRESENT AC
	Future 1½	1½	
	23	23	FUTURE

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

NOTED
LLOYD P. SHAW
State Highway Engineer

B.P.R.
State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

Submitted by [signature] Soils Engineer

Recommended by [signature] Construction Engineer

Recommended by [signature] Engineer of Materials

Approved by [signature] ASSISTANT State Highway Engineer

RECEIVED MAR 4 - 1964

31-1687

2-26-64

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. **Traffic Classification:** HEAVY — Present ADT 1700 — 1980 ADT 2380 — % Heavy Vehicles 14
   (NOTE: Increase classification one step for heavy logging use)(Logging Area)

2. **Soils Characteristics:** See design chart attached

3. **Weather:** Frost Penetration 36"± — Precipitation Annual 25"±

4. **Performance of Similar Pavements in Area:** Good X — Fair ____ — Poor ____
   Remarks: when constructed to present OSHD surfacing thickness standards

5. **Cost Comparisons:** Not appropriate due to other factors

Secondary Factors Governing Selection

6. **Adjacent Existing Pavements:** A.C. or Oil

7. **Stage Construction:** No problem

8. **Depressed, Surface, or Elevated Design:** Surface

9. **Conservation of Aggregates:** No problem

10. **Stimulation of Competition:** Not appropriate

11. **Construction Consideration:** No problem

12. **Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry:** Not appropriate

13. **Traffic Safety:** No problem

14. **Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes:** No problem

CONCLUSION AND REMARKS:
Due to items 4 and 6 an A.C. wearing surface has been selected.

14

RECEIVED
FEB 19 1964

31-1112
6681

Commissioners
Joseph W. Smith, Klamath Falls
Chairman
John P. Amacher, Winchester
Vice-Chairman
Tallant Greenough, Coquille
Wayne C. Phillips, Baker
J. Pat Metke, Bend

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

GAME DIVISION
FEB 14 1964
RECEIVED

February 13, 1964

State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention Mr. F. D. Morgan

Dear Sir:

We would like to comment upon the project described in the prospectus enclosed with your letter of January 20, 1964, and entitled Grande Ronde River-Phillips Creek Section, Wallowa Lake Highway.

The Grande Ronde River is an important stream for salmon and steelhead and is becoming more so, as the Upper Columbia system tributaries are being taken out of production. The area where construction is planned, is used by spawning steelhead, and both adult steelhead and salmon move through the section early in the year. It is requested that work in the stream bed, which would cause siltation and gravel disturbance, be confined to a period following June 15. The late fall period is another critical season, and siltation should be kept at a minimum after September 1.

Aside from the above recommendations, the plan for construction is approved. We appreciate the opportunity to comment upon the project.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director, OFC
cc: L. P. Shaw
A. W. Parsons
Frank Hall
L. H. Young
T. C. Roake
J. E. Morelock

IED
LOYD P. SHAW

RECEIVED
FEB 14 1964
FOR FILING

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
[illegible], PORTLAND
LEONARD N. HALL, CHARLESTON

31-1112
6681

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

February 7, 1964

Shaw

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

The proposed highway projects referred to in your letters of January 20, 21, 22, and 23, 1964 are listed below in conjunction with our comments and recommendations pertaining to the protection of fish life.

Grande Ronde River-Phillips Creek Section, Wallowa Lake Highway, Union County (January 20, 1964): There are no fishery problems anticipated during the period of construction of the bridge and culvert.

Baxter

Little Beech Creek-Mt. Vernon Section, Beech Creek Highway, Grant County (January 21, 1964): There is a substantial run of anadromous fish in this area and passage should be provided at each crossing.

Hinton Creek Bridge Widening, Lower Willow Creek Bridge, Hinton and Lower Willow Creek Bridge Section, Heppner Highway, City of Heppner, Morrow County; and Bridge No's 776-A and 777-A (January 22, 1964): We foresee no damage to the fish resource as long as precautionary measures are taken to avoid any obstruction to fish passage and minimize siltation.

Spanish Hollow Bridge, Celilo-Biggs Section, Columbia River Highway, Sherman County; and Bridge No. 2133A (January 23, 1964): No fishery problem is anticipated during construction of this bridge.

Wallowa River Bridge No. 1038A; Minam Section, Wallowa Lake Highway, Wallowa County (January 23, 1964): The additional information submitted to us regarding the placement of footings and

NOTED
LLOYD P. SHAW

copies To Young
Hall
2-13-64

abutments is appreciated. Salmon may be present during the construction period therefore precautionary measures should be taken against siltation.

Thank you for bringing these projects to our attention.

Sincerely,

William D. Clothier

WILLIAM D. CLOTHIER, ASSISTANT
STATE FISHERIES DIRECTOR

cc: Ivan D. Merchant
F. D. Morgan
R. Koski

RECEIVED
FEB 10 1964
OFFICE OF
STATE HIGHWAY ENGINEER

DEPT OF HWYS
JAN 23 1964
FOR FILING
31-1112
6681
NOTED
R. L. PORTER

1-2064

Prefix No. 31-1487

LOCATION PROSPECTUS
GRANDE RONDE RIVER-PHILLIPS CREEK SECTION
WALLOWA LAKE HIGHWAY
UNION COUNTY

HIGHWAY: Wallowa Lake, State Primary No. 10, Federal-aid Primary No. 7.

TERMINI: The westerly terminus is at M.P. 19.16, which point is approximately 0.25 mile westerly of the Grande Ronde River. The easterly terminus is at M.P. 19.96 which point is at Phillips Creek, approximately 0.18 mile easterly and within the Elgin city limits.

LENGTH: 0.8 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading, paving and rebuilding the Grande Ronde River bridge. There will be minor changes in grade and curvature to improve the alignment. Routine soils investigations will be conducted. A reconnaissance has been completed. An economic analysis is not needed. This project is included in the 1964 State Construction Program.

CHARACTERISTICS: Present ADT, 1,650; projected ADT 2,300.

STANDARDS: Class "B", maximum curvature 8 degrees, maximum grade 5 per cent.

TYPICAL SECTION: Two 12-foot travel lanes with 8-foot shoulders paved with a minimum of 1-1/2 inches of asphaltic concrete.

BRIDGE: Extend the 60-inch pipe at Hill Creek and replace the Grande Ronde River bridge. The horizontal clearance to be 32 feet. Location of the new bridge upstream from the existing bridge will allow the old structure to be used for a detour during construction. Phillips Creek bridge has a horizontal clearance of 30 feet.

ACCESS: Direct to pavement limited as to location, width and unrestricted as to land use.

BASE DESIGN: The tentative design for construction is:

Wearing Surface	3-1/2" AC
Top Course Base	2 " Leveling
Bottom Course Base	15-1/2" Coarse Base
Total Depth	21 "

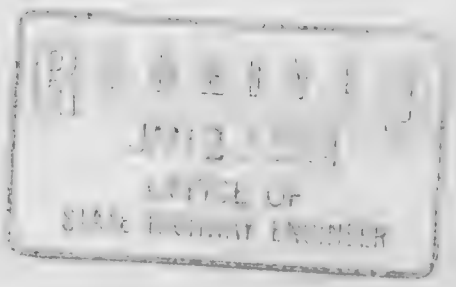
NOTED
FORREST COOPER

MATERIAL SOURCE: Local, State, commercial.

ADDITIONAL FACILITIES: Routine, specific agreements determined during the survey.

STATE PARKS OR ROADSIDE REST AREAS: None.

January 20, 1964
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
H. S. Cox
F. B. Crandall
I. A. DeFrance
Frank Hall
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young



BEGIN PROJECT

22

1200

1210

RIVER

GRANDE RONDE

4-19' SPANS Std PILE TRESTLE
140' Ft THRU STEEL TRUSS
18-19' SPANS Std. PILE TRESTLE

1202+52.0 =
1202+47.5 P.C.

12° C.L.
Δ 39°38'
T. 177.1

EQUATION

1205+7.8 P.T.

1206+10

N. 35°13' W.

1211+69.0

1212+20.1 P.C.

Hill Cr.

EQUATION

12° C.R.
Δ 38°38'
T. 167.4

1215+42.0 R.T.
1215+25.7 =

Std. PILE TRESTLE
3-19 Ft. SPANS

1220

N. 3°25' E.

See Drg. No 1R-3-259

80

City Limits

Elgin

60

Deed R.W. 68'

1229+65.1 P.C.

9° C.L.
Δ 23°35'
T. 132.9

1230

1232+27.1 P.T.

N. 20°10' W.

END PROJECT

1232+42.5 P.C.

Std FRAME TRESTLE
8-19 Ft. SPANS.

1234+60

1234+74.2 P.T.

CREEK

1236+12

PHILLIPS

6° C.R.
Δ 18°32'
T. 116.9

NOTE: See sketch in File Q-96
For cr. of SE¼ Sec. 15

1'-6"

16'-0" HALF RDW WIDTH

DECK SECTION

℄

8' 12' 12' 8'

TYPICAL SECTION

PROSPECTUS MAP

GRANDE RONDE RIV.-PHILLIPS CR.
WALLOWA LAKE HIGHWAY

UNION COUNTY

Scale 1" = 400'

1964

T. 1 N., R. 39 E., W.M.

TYPICAL SECTION

PUBLIC HEARING
SYSTEM ACTION
COUNT
STATE
BUREA
THROUGHWAY RI
ACCESS CONTRO

APPROVED:

1.31

DRG NO. 1R-4-88

PUBLIC HEARING	Waived
SYSTEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	None Required
BUREAU OF PUBLIC ROADS	None Required
THROUGHWAY RESOLUTION ADOPTED	None Required
ACCESS CONTROL	Limited

APPROVED: DEC 1 - 1964

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

GRANDE RONDE RIVER SECTION

WALLOWA LAKE HIGHWAY

UNION COUNTY

DRG. NO. 1R-4-88

SCALE: 800'=1" | DATE Nov., 1964

FOR DETAILS SEE DRG. NO

8B-21-25

ER-172(2) Fifteen Mile Creek (Peters- 1965
burg) Bridge Sec., Peters-
#6682 burg-Fairbanks Road

38H 2876

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (5-64)

HIGHWAY DEPARTMENT INVOICE

NO 97274

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-9-68	CC 1148		533-1093-797

RECEIVED
DEC 10 1968
ENGINEER
COUNTY & CITY DIVISION

Wasco County Court
Courthouse
The Dalles, Oregon 97058

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Rex Kniestedt, Road Superintendent			
Final Billing: Fifteenmile Creek (Petersburg) Bridge Section, FAS 369, KB-177 (2), Covered by agreement dated April 20,1965.			
County advance deposit		27,000.00	
Less amount previously transferred		20,000.00	
			7,000.00
County share of construction costs		23,737.72	
Less amount previously transferred		20,000.00	
			3,737.72
To be refunded			3,267.28

ACKNOWLEDGE[illegible] REFUND REQUEST

Cash Received with Request $_____

By _____

NOTED
RICHARD UNREIN

NOTED
J. S. COX

NOTED
DON HARWELL

RECEIVED
AUG 16 19

BUREAU OF PUBLIC ROADS

FEDERAL-AID PRE-AUDIT INELIGIBILITY NOTIFICATION

NO. 35-68-PTH-13

STATE		COUNTY
Oregon	EP-11?(2)	Wasco
F. A. PROJECT NO.		STATE CONTROL SECTION OR PROJECT NO.
[illegible]-172(2)	6682	Petersburg-Fairbanks Road

Orig to Maison 8-16-68

TO: Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

1. C. H. Maison, Controller
2.
3.

ITEMS IDENTIFIED BELOW ☐ OR ON ATTACHED SHEET ☒ HAVE BEEN DETERMINED TO BE INELIGIBLE OR REQUIRE ADDITIONAL SUPPORT PRIOR TO FEDERAL-AID REIMBURSEMENT FOR THE REASONS STATED:

Audit Report No. 69-835-3

Finding No. 4 attached.

Deduction at prorata will be made when final voucher processed for payment.

INELIGIBLE $ 2,942.69
(IF APPLICABLE)

THE ABOVE ITEMS (AS AMPLIFIED IN THE COVERING LETTER)* SHOULD NOT BE CLAIMED UNTIL CORRECTIVE ACTION HAS BEEN TAKEN AND SUPPORTING OR QUALIFYING DATA PLACED IN THE STATE'S FILE. IF THE STATE HAS ALREADY BEEN REIMBURSED, A CREDIT SHALL BE ENTERED ON THE NEXT CONSOLIDATED OR CURRENT BILLING SUBMISSION.

EXCEPTIONS DESCRIBED ON NOTIFICATION NO. _____ NOW ELIGIBLE.
REFERENCE:

REMARKS:

SIGNATURE	TITLE	DATE
F. C. Bachlund F. C. Bachlund	Administrative Manager	8-13-68

*STRIKEOVER IF NOT APPLICABLE

GPO 937-262

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL-AID PRE-AUDIT INELIGIBILITY NOTIFICATION
NO. 35-68-PIN-14

STATE	COUNTY
Oregon	Wasco
F. A. PROJECT NO.	STATE CONTROL SECTION OR PROJECT NO.
BR-172(3)	Willowdale Jct.-Antelope Creek

TO: Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

1. C. H. Maison, Controller
2.
3.

ITEMS IDENTIFIED BELOW ☒ OR ON ATTACHED SHEET ☐ HAVE BEEN DETERMINED TO BE INELIGIBLE OR REQUIRE ADDITIONAL SUPPORT PRIOR TO FEDERAL-AID REIMBURSEMENT FOR THE REASONS STATED:

Audit Report No. 69-835-~~4~~ 3

Finding No. 4 attached to Notice 35-68-PIN-14.

Deduction at prorata will be made when final voucher processed for payment.

INELIGIBLE $ 1,306.08
(IF APPLICABLE)

THE ABOVE ITEMS (AS AMPLIFIED IN THE COVERING LETTER)* SHOULD NOT BE CLAIMED UNTIL CORRECTIVE ACTION HAS BEEN TAKEN AND SUPPORTING OR QUALIFYING DATA PLACED IN THE STATE'S FILE. IF THE STATE HAS ALREADY BEEN REIMBURSED, A CREDIT SHALL BE ENTERED ON THE NEXT CONSOLIDATED OR CURRENT BILLING SUBMISSION.

EXCEPTIONS DESCRIBED ON NOTIFICATION NO. _____ NOW ELIGIBLE.
REFERENCE:

REMARKS:

SIGNATURE	TITLE	DATE
L. R. Backlund L. R. Backlund	Administrative Manager	8-13-68

*STRIKEOVER IF NOT APPLICABLE

GPO 937-262

ITEM (4) - WASCO COUNTY, ER-172(2Y and ER-172(3)

A. Unsupported Equipment Rental Rates

Unsupported equipment rental rates were used in computing charges for county-owned road equipment in the total amount of $18,662.71.

The charges for equipment usage were $2954.26 in excess of the amount allowable by using the equipment rental rates approved for county use in lieu of unsupportable county rates. The excess charges allocable to each of the Emergency Relief projects affected are as follows:

ER-172(2)	$1687.52
ER-172(3)	1266.74
TOTAL	$2954.26

B. Unsupported Charges for County-Produced Material

Crushed rock from county-owned sources was used in the temporary and permanent reconstruction work on these projects. The county billed the crushed rock at $2.50 per cubic yard. The county records supported a unit price of $2.07 per cubic yard. The excess charges of $1294.51 allocable to each of the Emergency Relief projects affected are as follows:

	ER-172(2)	ER-172(3)
Amount billed		
2919 cubic yards at $2.50	$7297.50	
91 1/2 cubic yards at $2.50		$228.75
Correct Unit Price of $2.07	6042.33	189.41
AMOUNT OF OVERCLAIM	$1255.17	$ 39.34

These deficiencies were discussed with appropriate county personnel who stated they could not find cost records to support the amounts claimed. They concurred in the findings.

STATE COPY

Monthly transaction number 3-128, 129	PR-2A (Rev. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Wasco
Modification number 1	3-24-67	Project number ER-172(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 14, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 165,224	$ 207,716
Federal funds	$ 104,832.00	$ 131,793.00
Other revisions		

This modification is made for the following reasons:

Revised estimate including Wasco County billing.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of March, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Baker

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund, Admin. Manager
(Division Engineer)

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. BR-172(2)

PETERSBURG-FAIRGROUND ROAD SECTION

OF COUNTY FAS ROUTE 369 IN WASCO COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and Wasco County billing)

Salem, Oregon, February 27, 1967

Type Code [illegible]

Preliminary Engineering	All Required		$ 2,000.00

Type Code 2061
Fifteen Mile Cr. (Petersburg) Bridge (No. 13456A) (Sta. 108+95 to Sta. 110+75)
(Contract No. 6682)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	475 cu.yd.	$10.00	4,750.00
Structural Excavation Below Elevation Shown	40 cu.yd.	20.00	800.00
Furnish 10 BP 42 Steel Piling	300 lin.ft.	5.00	1,500.00
Drive Steel Piles	8 only	110.00	880.00
Splice Steel Piles	2 only	75.00	150.00
Class "A" Concrete (445 cu.yd. @$80.00)	All Required		35,000.00
35' to 40' Type 2 Prestressed Beams	4 only	675.00	2,700.00
40' to 45' Type 2 Prestressed Beams	4 only	675.00	2,700.00
95' to 100' Type 4 Prestressed Beams	4 only	2,500.00	10,000.00
Metal Reinforcement (68,000 lbs.@$0.13)	All Required		8,800.00
8-inch Metal Unperf. Drain Pipe Type "A" Coating	120 lin.ft.	5.00	600.00
	Subtotal		$ 72,880.00
	Engr. & Cont.		7,288.00
			$ 80,168.00

Type Code 2010
Roadway (Sta. 103+20 to Sta. 120+00) (Contract No. 6682)

Clearing and Grubbing	All Required		$ 1,000.00
General Excavation, Unclassified	18,000 cu.yd.	$ 1.40	25,200.00
Toe Trench Excavation, Unclassified	450 cu.yd.	4.00	1,800.00
Finishing Roadbed and Slopes	All Required		300.00
Watering	150 M-gal.	2.00	300.00
Stone Subbase	2,700 cu.yd.	2.30	6,210.00
Loose Riprap	4,720 cu.yd.	2.00	9,440.00

12-inch Culvert Pipe	30 lin.ft.	$3.00	$ 150.00
18-inch Culvert Pipe	80 lin.ft.	4.00	320.00
Guard Rail	470 lin.ft.	2.80	1,316.00
Rail End Pieces	8 emly	10.00	80.00
Extra Guard Rail Posts	16 emly	6.00	96.00
Type 1 Fence	110 rod	7.00	770.00
	Subtotal		$ 47,182.00
	10% Engr. & Cont.		4,718.00
	Total		$ 51,900.00

Type Code 2010
Petersburg-Fairbanks (MP 0.80 to MP 5.84)(Contract No. 6732)

General Excavation, Unclassified	16,700 cu.yd.	$1.40	$ 23,380.00
Watering	80 M-gal.	4.00	320.00
Stone Subbase	2,800 cu.yd.	1.58	4,424.00
			$ 28,124.00
Flagging (37½% of Contractors Cost)	All Required		$ 200.00
	Subtotal		$ 28,324.00
	Engr. & Cont.		2,832.00
	Total		$ 31,156.00

Type Code 3231
FAS 369, Temporary and Permanent Flood Repair (MP 0.4 to MP 5.9)
Temporary

County Force Equipment, Labor and Materials	All Required	$ 5,572.24
Negotiated Equipment, Labor and Materials	All Required	13,701.65
		$ 19,273.89

Permanent

Approved County Force Order No. 7	All Required	$ 23,217.79
		$ 42,491.68
	Total	$207,713.68

Length of Structure- - - - - - - - - - - - - 0.034 mile
Length of Roadway - - - - - - - - - - - - - 5.300 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 2,000.00	$ 1,268.00	$ 366.00	$ 366.00
Petersburg Bridge(6682)	80,168.00	50,866.00	14,651.00	14,651.00
Roadway (6682)	51,900.00	32,930.00	9,485.00	9,485.00
Petersburg-Fairbanks(6752)	31,136.00	19,768.00	5,694.00	5,694.00
Temp. & Perm. Repairs by County Forces	42,491.68	26,961.00	7,765.34	7,765.34
Total	$207,715.68	$131,793.00	$37,961.34	$37,961.34

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, 1920; Chap. 329, Laws 1939.

State Funds for Maint.: Chap. 329, Laws 1939.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM FR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
1-171 1-172	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO.		COUNTY
4 6682	1-14-66	Wasco
		PROJECT NO. ER-172(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Petersburg-Fairbanks Road Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	4-22-65	5.04
RIGHTS-OF-WAY		
CONSTRUCTION	6-24-65	5.04
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 165,224.	$ 104,832.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Clutton

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons
(Division Engineer)

By E. R. Backlund
E. R. Backlund, Administrative Mgr.

Date executed by Division Engineer JAN 14 1966

Oregon State Highway Department

Federal Aid
Project No. BR-172(2)

PETERSBURG-FAIRBANKS ROAD SECTION

OF COUNTY FAS ROUTE 369 IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 27, 1965

Type Code P.E.

Preliminary Engineering	All Required	$ 2,000.00

Type Code X060
Fifteen Mile Cr. (Petersburg) Bridge (No. 15A56A) Sta. 108+95 to Sta. 110+75)
(Contract No. 6682)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	475 cu.yd.	$ 10.00	4,750.00
Structural Excavation Below Elevation Shown	40 cu.yd.	20.00	800.00
Furnish 10 BP 42 Steel Piling	300 lin.ft.	5.00	1,500.00
Drive Steel Piles	8 only	110.00	880.00
Splice Steel Piles	2 only	75.00	150.00
Class "A" Concrete (445 cu.yd.@ $80.00)	All Required		35,000.00
35' to 40' Type 2 Prestressed Beams	4 only	675.00	2,700.00
40' to 45' Type 2 Prestressed Beams	4 only	675.00	2,700.00
95' to 100' Type 4 Prestressed Beams	4 only	2,500.00	10,000.00
Metal Reinforcement (68,000 lbs. @ $0.13)	All Required		8,800.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	120 lin.ft.	5.00	600.00
	Subtotal		$72,880.00
	Engr. & Cont.		7,288.00
	Total		$80,168.00

Type Code 2010
Roadway (Sta. 103+50 to Sta. 120+00) (Contract No. 6682)

Clearing and Grubbing	All Required		$ 1,000.00
General Excavation, Unclassified	18,000 cu.yd.	1.40	25,200.00
Toe Trench Excavation, Unclassified	450 cu.yd.	4.00	1,800.00
Finishing Roadbed and Slopes	All Required		500.00
Watering	150 M-Gal.	2.00	300.00
Stone Subbase	2,700 cu.yd.	2.30	6,210.00
Loose Riprap	4,720 cu.yd.	2.00	9,440.00
12-inch Culvert Pipe	50 lin.ft.	3.00	150.00
18-inch Culvert Pipe	80 lin.ft.	4.00	320.00
Guard Rail	470 lin.ft.	2.80	1,316.00
Rail End Pieces	8 only	10.00	80.00
Extra Guard Rail Posts	16 only	6.00	96.00
Type 1 Fence	110 rod	7.00	770.00
	Subtotal		$47,182.00
	10% Engr. & Cont.		4,718.00
	Total		$51,900.00

Length of Structure - - - - - - - - - - - - 0.034 Mile
Length of Roadway - - - - - - - - - - - - - 0.278 "
Cost of Roadway Per Mile- - - - - - - - - $288,374.10

Type Code 2010
Petersburg-Fairbanks (M.P. 0.80 to M.P. 5.84)(Contract No. 6752)

General Excavation, Unclassified	16,700 cu.yd.	$ 1.40	$23,380.00
Watering	80 M-Gal.	4.00	320.00
Stone Subbase	2,800 cu.yd.	1.58	4,424.00
			$28,124.00
Flagging (57½ of Contractor's Cost)	All Required		$ 200.00
	Subtotal		$28,324.00
	Engr. and Cont.		2,832.00
	Total		$31,156.00

Length of Contract - - - - - - - - - - - - - - 5.04 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 2,000.00	$ 1,268.00	$ 366.00	$ 366.00
Petersburg Bridge (6682)	80,168.00	50,866.00	14,651.00	14,651.00
Roadway (6682)	51,900.00	32,930.00	9,485.00	9,485.00
Petersburg-Fairbanks (6752)	31,156.00	19,768.00	5,694.00	5,694.00
Subtotal	$165,224.00	$104,832.00	$30,196.00	$30,196.00
Retained in Authorized Fund Status				
Temporary and Permanent	59,776.00	37,868.00	10,954.00	10,954.00
Total	$225,000.00	$142,700.00	$41,150.00	$41,150.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
MAR 15 1967
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

FR-172(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 9, 1967

In reply refer to: 08-35-DA

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-172(2)
Petersburg - Fairbanks Road Section
FAS - 369
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 Statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. County Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of County forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed County resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's February 28, 1967 letter are approved. Established County rental rates must be supported by accounting records, or if not available the alternate rates approved by this office on August 19 and September 23, 1965 may be used. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 5.5 (intermittent) miles of roadway and/or bridges at a total estimated negotiated contract amount of $13,702.00 and County Force Account work amount of $5,572.00. Estimated emergency fund participation is to be at the regular pro rata share, or $12,239.00.

A finding regarding nonincidental permanent repairs on the project by County Forces was previously transmitted on April 1, 1966. We concurred in the contract awards for the Fifteenmile Creek Bridge and the Petersburg-Fairbanks Section on August 17 and December 16, 1965.

REFERRED TO
By Asst. State Hwy. Engr.
3-14-67

RECEIVED
MAR 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 26 1966
FOR FILING

ER-172 (2)
6682

January 25, 1966

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

Contract No. 6682 awarded to Rogers Construction Company, for structure, grading and surfacing on the Fifteenmile Creek (Petersburg) Bridge on FAS 369 in Wasco County was completed on December 23, 1965, and accepted by the Highway Commission on January 24, 1966.

Final payment in the amount of $6,002.45 will be released to the contractor after February 1, 1966. The total contract amount is $119,140.10 including $526.86 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Unery, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Rogers Construction Company
11760 N.E. Glisan Street
Portland, Oregon

McGovern-Carrell Company
Payton Building
Spokane, Washington

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 25 1966
FOR FILING
ER-172(2)
6682

January 24, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed December 23, 1965, on Contract No. 6682. The contract was with Rogers Construction Co. and was for structure, grading and surfacing on the Fifteenmile Creek (Petersburg) Bridge on FAS 369 in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective this date.

This will be presented to you for confirmation at the Commission meeting on January 25.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
Ivan Merchant
C. H. Maison
J. F. Putnam

bg

RECEIVED
JAN 20 1966
FORM E-123X 60M 7-65

FOR FILES

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FE-172(3)
172

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 4, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 23, 1965, on Contract No. 6682, Fifteen Mile Creek (Petersburg) Bridge (Br. No. 15456A) Section, in Wasco County, in connection with Federal-Aid Project No. ER-172(2).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Date: January 4, 1966

Bureau of Public Roads
Oregon Division Office Endorsement

Conditions noted on above date:

None

RECEIVED
JAN 1 0 1966
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer
By: G. R. Brooks
District Engineer

young
1-20-66

P. O. BOX 577
PHONE: (503) 296-4656

Wasco County

COUNTY COURT
THE DALLES, OREGON 97058

NOTED
P. B. Arensmeier

JAMES A. HUNT
JUDGE

O. W. KORTGE
COMMISSIONER

WALTER CARTE
COMMISSIONER

December 21, 1965

E R. Project

NOTED
H. S. COX

NOTED
DON HARWELL

Mr. Howard S. Cox, Engineer
City and County Division
Oregon State Highway Comm.
State Highway Building
Salem, Oregon 97310

RE: PETERSBURG FIFTEEN
MILE CREEK BRIDGE
FAS 369

NOTED
R. H. PRANGE

Dear Mr. Cox:

On Monday, December 20, 1965, we inspected the Petersburg Bridge in the company of Mr. Norman Krehbiel, Bridge Engineer, and formally accepted this bridge as complete.

We would like to compliment the State Highway Department and the contractor on the speed and efficiency in which the work was done and for the design of the bridge. We would also like to express our appreciation for the completion of this very necessary project.

Sincerely,

WASCO COUNTY COURT

James A. Hunt

James A. Hunt,
County Judge

JAH/gc

RECEIVED
DEC 22 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. R. JONES

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 86565

FORM A-190 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-20-65	CC 994		533-109[illegible]-297

Wasco County Court
Courthouse
The Dalles, Oregon

Attention: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			6,400.00
Partial transfer of advance deposit for the Pettersburg-Fairbanks Section 1f FAS 369. Covered by agreement dated April 20, 1965.			3,400.00
To be retained			3,000.00

RECEIVED
DEC 21 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By .....

NOTED
V R JONES

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 23, 1968

Wasco County
c/o County Court
Courthouse
The Dalles, Oregon 97058

Gentlemen:

Re: County's costs which were disallowed by Bureau of Public Roads audit

An audit of the County's costs records for Federal-aid Project Nos. ER-172(2) and ER-172(3) was conducted by the Bureau of Public Roads. The audit disclosed costs which did not conform with Bureau of Public Roads eligibility requirements.

The deficiencies were discussed with appropriate County personnel at the time of the audit, and it was agreed that the costs should be disallowed.

Attached please find a copy of the Bureau of Public Roads audit findings.

Very truly yours,

C. H. Maison
Controller

CHMPH:bg
Attachment

CC: L. H. Young
John Herr

4-66	Invoice for Service Rendered or Goods Furnished the OREGON STATE HIGHWAY DEPARTMENT by	This Space for Use of Accounting Division
...ber 19, 19..	...ood County	
Invoice No. State Treasurer's	c/o County Court	
P. O. No. Receipt No. 15246	The Dalles, Oregon	
SP*30131-734		

Voucher No. 6-Final

Project No. BR-172(2)

Reimbursement for cost of repairing County FAS Route #369 damaged in the 1964-65 floods.

County cost as per statement	$42,491.68	
Less ineligible cost deducted by BPR	2,942.69	
Total Participating Cost	$39,548.99	
Federal reimbursement claimed at 63.50%		$25,113.62
State Highway participation at 29.4% of Federal amount		7,333.40
Total County reimbursement		$32,447.02
Less previous amount paid on invoice dated 8-14-67		26,186.24
Balance due County		$ 6,260.78

9566-597 (64) $4,876.96
533-4790-190 (64) $1,433.82

ORIGINAL SIGNED BY
C. H. MAISON

C. H. Maison, Controller

Form A-66—10M—12-66

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT

by

This Space for Use of Accounting Division

Date August 14, 1967

~~Invoice No.~~ State Treasurer

~~Receipt No.~~ Receipt #1482

SP*23790-734

Wasco County

c/o County Court

The Dalles, Oregon

Voucher No. 5 - Progress, Project No. ER-172(2)

Reimbursement for cost of repairing County FAS Route #369 damaged in the 1964-65 floods.

County costs as per statement $42,491.68	
Federal Reimbursement claimed at 63.50%	$26,982.22
Retained for Final Audit 25%	(6,745.56)
Federal Reimbursement	$20,236.66
State Highway participation at 29.4% of Federal Amount	5,949.58
Total Due County	$26,186.24

9566-597 (64) $20,236.66
533-4790-190 (64) $ 5,949.58

C. H. Maison

C. H. Maison, Controller

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

ER, Wasco

FORM PR-33A (REV. 8-65) cc: OSHD (Kidboe), OSHD (Tom Edwards), Region, Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

[illegible] nig

REGION NO.	REPORT NO.	COUNTY	STATE
8	5	Wasco	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
12-15-65	R. W. Pillsbury, Bridge Engineer		BR 172(2)

NOTED
R. H. PRANGE

IN COMPANY WITH
N. Hartwig, Asst Br Engr, OSHD

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	83 %	99+ %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

NOTED
H. S. COX

NOTED
P. B. Arensmeier

RECEIVED
JAN 14 1966
ENGINEER
COUNTY & CITY DIVISION

PETERSBURG CREEK (PETERSBURG) BRIDGE
(Contract Work Only)

(1) Work on this project, located on Petersburg Road (FAS 369) some 4 miles east of The Dalles, Oregon, was substantially complete and in conformance with the contract plans and specifications.

NOTED
DON HARWELL

The project includes construction of an 180' long prestressed girder bridge, approach grading, and construction of the stone base. The estimated final cost of the contract work is $125,500.

There was a small amount of work remaining, which consisted of some concrete surface finishing and construction of four short runs of fencing, totaling some 25 rods in length. The project work was expected to be completed 2 days following this inspection.

(2) At the time of the inspection, 2 men were constructing fence and 3 men were surface finishing the concrete at Bent 2.

(3) The project was opened to traffic on December 18, 1965. The County will surface the approaches at a later date.

One Extra Work Order has not been previously covered. This order is for the State share of flagging and was estimated to be $500.

There were no significant quantity variations.

1-13-66 Copies to Yaeger Pettnam Coy JP

Materials Reports were reviewed and found to indicate that the materials used were in substantial compliance with the governing specifications.

The bridge deck was found to be 28' 1/4", substantially as required.

NOTED
V R

EDITION OF 5-60 MAY BE USED

RECEIVED
OCT 1 - 1965

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 22 1965 Title 1-P

Form E-208—6M—[illegible]

ER-172(2)

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

U.S. Bureau of Public Roads

Project Name Fifteenmile Cr. (Petersburg) Bridge (#15456A) Date Sept. 17, 1965

Highway Petersburg-Fairbanks Road, FAS 369 Contract No. 6682

County Wasco Prefix 533-1093

Contractor Rogers Construction Co. F. A. Project No. ER-172(2)

Address 11760 N.E. Glisan St., Portland, Oregon 97220 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State participation in flagging costs.

Location by station numbers:

Throughout Project

Estimate of quantities and cost:

Flagging, State share (57½%) $500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Funds not provided in project authorization, however flagging necessary to move traveling public through project in a safe and orderly manner.

Work has not commenced, but is expected to shortly.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$135,069.75
Present estimate of project cost, including $500.00 for work under this order	$135,069.75
Expected under-run / over-run amount	$0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved /s/ L. H. Young, Office [illegible] Highway Engineer

State Printing

file fas 369

STATUS OF ER FUNDS — September 16, 1965

WASCO COUNTY

copy 6752

APPROVED PROGRAM REQUESTS — 407.000

County expenditures to August 31.	$168,675
County Force Order No. 7 (Not yet Approved), FAS ~~639~~ 369.	40,000
Fifteenmile Creek Bridge Section, FAS ~~639~~ 369 Contract Authorization.	135,070
Est. Petersburg-Fairbanks Section, Proposed Contract, FAS ~~639~~ 369	80,000
Chenowith Creek Bridge, Proposed Contract, FAS 365.	50,000
Willowdale-Antelope Creek Section, Proposed Contract, FAS 704.	342,500
	$816,245

VRJ:mm

August 24, 1965

NOTED
P. B. Arensmeier

NOTED
H. S. COX

Wasco County Court
Courthouse
The Dalles, Oregon

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your advance deposit of $27,000 for the Fifteenmile Creek (Petersburg) Bridge Section of FAS 369.

Contract No. 6682 has been awarded to Rogers Construction Company. A copy of the contract and a set of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

NOTED
V. R. JONES

RECEIVED
AUG 26 1965
FOR FILING
ER-172(2)
6682

August 24, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 19, 1965, on Contract No. 6682, Fifteenmile Creek Bridge Section, in Wasco County, in connection with Federal-Aid Project No. ER-172(2).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HER:ke

Form 1325 (11-63) (Prescribed by A.O. 1002)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

FOR FILE: ER-172(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 20, 1965

In reply refer to: 08-35.2-EC

6682

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-172(2)
Fifteenmile Creek (Petersburg) Bridge Section
Structure, Grading and Surfacing

As requested in Mr. Young's letter of August 18, 1965 advising that all rights-of-way or rights of entry have been acquired for the above project, we hereby concur as of August 17, 1965 in the award of Contract No. 6682 to ROGERS CONSTRUCTION CO. of Portland, Oregon, low bidder in the amount of $120,062.00 at the August 10, 1965 bid opening.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
8-25-65

RECEIVED
AUG 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ER
E 15 369
Wasco 6

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 85405

DATE	BILLING REQ. NO.	YOUR ORDER NO.
8-18-65	CC 952	

CREDIT DISTRIBUTION

533-1093-897

NOTED
P. B. Arensmeier

Wasco County
Courthouse
The Dalles, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Attn: County Court

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			27,000.00
Partial transfer of advance deposit for the Fifteenmile Creek (Petersburg) Bridge Section FAS 369. Covered by agreement dated April 20, 1965.			20,000.00
To be retained			7,000.00

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
H. S. COX

RECEIVED
AUG 19 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

RECEIVED
AUG 19 1965
FOR FILING

ER-172(2)
6682

August 18, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of August 12, 1965 is requested in the award of contract for the Fifteenmile Creek (Petersburg) Bridge, Project No. ER-172(2).

The contractor receiving the award is Rogers Const. Co. of Portland in the amount of $120,062.00 with the Contract No. 6682 assigned. This bid was received on August 10, 1965 and awarded August 17, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:cd

FORM S-124

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WARREN
DAVID E. [illegible], MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 17, 196[illegible]

Rogers Construction Company
11[illegible] N. E. Ellsen Street
Portland, Oregon

Gentlemen:

The State Highway Commission on August 17, 196[illegible], awarded to you State Highway Contract No. 6[illegible] for the following project:

Fifteen Mile Creek (Petersburg) Bridge section of the Petersburg-Fairbanks Road east of The Dalles in Wasco County.

This award was based on your bid of $[illegible] which was submitted to the Commission on August 10, 196[illegible], for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
E. [illegible] Savage (2)
L. J. Merchant

P. O. BOX 577
PHONE CY 6-4656

Wasco County

COUNTY COURT
THE DALLES, OREGON 97058

JAMES A. HUNT
JUDGE

O. W. KORTGE
COMMISSIONER

WALTER CARTE
COMMISSIONER

August 13, 1965

NOTED
DON HARWELL

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Dept.
Salem, Oregon 97310

Attn: V. R. Jones
Planning Engineer

Dear Mr. Cox:

Enclosed is our Check No. 751 in the amount of $27,000.00 as instructed by your letter of August 10, 1965. This is the County's advance deposit for construction of the Fifteenmile Creek Bridge Section of FAS 369.

Very truly yours,

WASCO COUNTY COURT

James A. Hunt

James A. Hunt
County Judge

JAH/gc

Encl.

RECEIVED
AUG 16 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

August 10, 1965

Wasco County Court
Courthouse
The Dalles, Oregon

NOTED
DON HA[illegible]LL

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Gentlemen:

On August 10, a satisfactory bid was received from Rogers Construction Company of Portland for constructing the Fifteenmile Creek Bridge Section of FAS 369. As per the agreement between state and county, the following advance deposit is required from the county prior to awarding of a contract.

Bid Items	$120,062.00
12-1/2% Engineering & Contingencies	15,007.75
Estimated Total Cost.....	$135,069.75

County Advance Deposit:

20% of $135,069.75 = $27,013.95 or say $ 27,000.00

Please make this advance deposit in the amount of $27,000 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

NOTED
RICHARD UNREIN

VRJ:mm

NOTED
V. R JONES

RECEIVED
AUG 27 1965
FOR FILING
ER-172(2)
6682

MISC. CONTRACTS and AGREEMENTS No. 2876

Salem, Oregon
August 9, 1965

Finance-Construction Agreement
Fifteenmile Creek (Petersburg) Bridge
ER-172 (2), FAS 369
Wasco County

Mr. H. S. Cox
County & City Engineer
BUILDING

Attention: Mr. D. N. Harwell
Office Engineer
County & City Division

Attached is a conformed copy of an agreement between Wasco County and the State Highway Commission covering the above-named subject.

A fully executed copy of the agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Courthouse of Wasco County.

Secretary

bb
Attach: 1

RECEIVED
AUG 2 - 1965

Form CO-121
(1-1-63)
(Pres. By
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-172(2)

6683

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 26, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-172(2)
Fifteenmile Creek (Petersburg) Bridge Section
Structure, Grading and Surfacing

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project, as indicated in Mr. Oakes' July 16, 1965 report.

Mr. Litchfield's July 14, 1965 Utility Status Report states that any utility conflicts will be non-reimbursable.

Mr. Young's July 22, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

REFERRED TO
Thomas Leland.
BY ASST. STATE HWY. ENGR.
copy to Litchfield
8-2-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

8/10/65 Letting
Item 7

July 14, 1965
(date)

NOTED
U. S. C.P.X

NOTE: Prompt reply is imperative in order to qualify for bid letting of August 10, 1965.

Wasco County Court
Courthouse
The Dalles, Oregon

NOTED
P. B. Ahlstrom

NOTED
RICHARD UNREIN

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Highway FAS 369

Section Fifteenmile Creek Bridge: ER Project, Structure, Grade, & Surface

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

RECEIVED
JUL 21 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
JON

July 19 1965
(date)

By James A. Hunt

By _____
Commissioner

By Walter Carle
Commissioner

cc: L. H. Young

ER
Wasco Co

5-28-65

Oregon State Highway Commission
State Highway Building
Salem, Oregon

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Attention: County and City Relations Division

Subject: Federal Aid Project No. ER-172(2)

Highway No. FAS 369

Project Name Fifteenmile Creek Bridge Section

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

#2

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at The Dalles, Oregon, this 28th day of May, 1965

RECEIVED
JUN 1 - 1965
ENGINEER
COUNTY & CITY DIVISION

Wasco County Court

James A. Smith
Judge

Commissioner

Walter Carte
Commissioner

*NOTE: Certify either paragraph 2 or 3.

MAY 21 1965

ER-172(E)

Salem, Oregon
May 21, 1965

Mr. Ivan Merchant
Bridge Engineer

Fifteenmile Creek Bridge
Petersburg-Fairbanks Road FAS 369
Wasco County

I have the job record for Bridge No. 15456A (Fifteenmile Creek Bridge) which calls for a design of 40' RCDG, 100' IV Prestressed beam span, 40' RCDG.

This is an ER job and I do not wish to take the time that is required for RCDG. The end bents are to be steel pile bents and driving equipment must be brought onto the job. I wish to drive the interior bents and use prestressed throughout.

I am changing my copy of the job record accordingly.

Tom Edwards
Assistant State Highway Engineer.

TE:jwa

cc Forrest Cooper
R. L. Porter

BRIDGE PROJECT REQUESTED BY WASCO COUNTY Date 2-8-65

Is this to be a County project? ✓Yes ___No

Is this to be an FAS-C project? ✓Yes ___No FAS ER

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name 15 Mile-Fairbanks Mkt Rd.

   FAS Number 369

2. Name of river or stream 15 Mile Creek

3. Name of bridge Petersburg

4. Location (Please attach map with location marked):

   Section 33 Township 2 N Range 14 E W.M.

5. Desired width of bridge 28' x 80'

6. Are sidewalks desired? ~~✓Yes~~ ✓No Judge Hunt by telephone 5-17-65. V.I.

7. Width of sidewalks ~~30~~

8. Is sidewalk desired on upstream side of bridge? ___Yes ✓No

9. Is sidewalk desired on downstream side of bridge? ✓Yes ___No

10. Does County wish a particular type of bridge design? ___Yes ✓No

    If "Yes," explain type desired: Suggest Pre-Stressed Beam

11. Will County furnish any materials for bridge? ___Yes ✓No

    Explain: _____

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ✓Yes ___No

13. Will County run survey and furnish vicinity map? ___Yes ✓No

14. Will County furnish foundation data? ___Yes ✓No

ccr-61-a

*15. Does County wish State Highway Department to make foundation tests at County expense? ✓ Yes ___ No

16. Can road be closed during construction? ✓ Yes ___ No

17. Will detour be required? ✓ Yes ___ No

18. Will detour be constructed and maintained by County? ✓ Yes ___ No

19. Will detour be constructed and maintained by contractor? ___ Yes ✓ No

20. Will County construct approaches or connections? ✓ Yes ___ No

21. Will contractor construct approaches or connections under contract? ___ Yes ✓ No

22. State width of traveled roadway: 22' Width of shoulders: 3'

23. Will additional right-of-way be required? ✓ Yes ___ No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ___, resolution ✓?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___ Yes ✓ No

26. Will old bridge remain in place? ___ Yes ✓ No

27. Will old bridge be removed by contractor? ___ Yes ✓ No

28. Will old bridge be removed by County? ___ Yes ✓ No

29. Does County wish old bridge salvaged for future use? ___ Yes ✓ No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense? ✓ Yes ___ No

31. Does County wish State Highway Department to advertise and accept bids? ✓ Yes ___ No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___ Yes ✓ No

33. Does County wish complete job of illumination in project? ___ Yes ✓ No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes ✓No Size_____

(b) Sanitary sewer mains: ___Yes ✓No Size_____

(c) Storm sewer: ___Yes ✓No Size_____

(d) Gas mains: ___Yes ✓No Size_____

(e) Power lines: ___Yes ✓No

(f) Telephone lines: ✓Yes ___No

(g) Other utilities? _____

35. What is desired date for letting? _____

Remarks Bridge completely washed out. new bridge to be located width & structure above old bridge location. for better alignment.

By James A Hunt

By Walter Carte - Commissioner

334-1716 #6683 — North Plains (Hillcrest Ave.) Sec., City St. (Grading & Paving) — 1965

Sp. - State Tax Street Fund # 151

SCA

OREGON STATE HIGHWAY DEPARTMENT Date March 22, 1966

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT Program Year 1965

Contract # 6683 Prefix 334-1716 Survey Prefix 334-1429

Street Hillcrest Avenue

City North Plains

Payments to Contractor . (see attached voucher).....	$ 16,280.43
Engineering and Contingencies.....	1,890.01
Survey. (Total = $2,334.60). City's pro rata share	--
TOTAL.....	$ 18,170.44
Agreed State Share	18,170.44
Agreed City Share	$ --
City Advance Deposit	$ --

Reference: Outside Billing none

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A 20 (REV. 6-63)

COUNTY: WASHINGTON

CONTRACT NO.: 6683

ESTIMATE NO.: 3 F

FEDERAL AID PROJECT NO.:

HIGHWAY: CITY STREETS

SECTION: NORTH PLAINS /HILLCREST AVE/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DA
001	CLEARING AND GRUBBING		LUMP SUM	[illegible]0000	1.
002	TRENCH EXCAVATION	UNCLASSIFIED	CU YDS	1.7500	62.
003	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	1.6000	724.
004	[illegible] AND	BLOCKS	LUMP SUM	400.0000	1.
005	TRENCH EXCAVATION		CU YDS	2.0000	59.
006	WATERLOG		[illegible]	4.0000	35
007	MISC MATERIAL		CU YDS	[illegible]	418.
008	[illegible]		CU YDS	[illegible]	1,755
[illegible]	[illegible]		S	[illegible]	497
009	CLASS B [illegible]	CONCRETE	[illegible]	[illegible]	240
010	12-INCH CULVERT PIPE		LIN FT	[illegible]000	56
011	18-INCH CULVERT PIPE		LIN FT	[illegible]000	48
012	24-INCH CULVERT PIPE		LIN FT	0.2400	2
013	[illegible]-INCH CULVERT END	SECTIONS	[illegible]LY	[illegible]0000	2
014	CONCRETE INLETS	TYPE C-[illegible]	[illegible]LY	[illegible]0000	2
015	[illegible] FOR A C [illegible]	APPROACHES	[illegible]LY	[illegible]0000	10

TOTAL CONTRACT ITEM

_% RETAINED ON CONTRACT ITEM

FORCE ACCOUI

TOTAL PAYMEN

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	4133	3 Final	
	FEDERAL AID PROJECT NO.		334-1716-204 (41) 737.40 Dr.
LOCUST AVE.			

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
SP SUM	[illegible]	1.000	[illegible].00	[illegible].00	
YDS	[illegible].7500	2.120	[illegible].07	[illegible].07	
YDS	1.0000	724.000	1,[illegible].28	1,[illegible]	
SP SUM	100.0000	1.000	[illegible].00	[illegible].00	
YDS	[illegible].0000	59.200	177.[illegible]	177.[illegible]	
SQ YD	[illegible].0000	[illegible].[illegible]	141.36	141.36	
YDS	[illegible].0000	[illegible].000	1,[illegible].00	1,[illegible].00	
YDS	[illegible]	1,[illegible].000	[illegible],[illegible].50	[illegible],[illegible].50	
S	[illegible]	[illegible].000	[illegible],[illegible].58	[illegible],[illegible].58	
LIN FT	[illegible]	[illegible].000	[illegible].00	[illegible].00	
LIN FT	[illegible].[illegible]00	56.000	[illegible].00	[illegible].00	
LIN FT	[illegible].[illegible]00	[illegible].000	[illegible].00	[illegible].00	
LUMP	[illegible].0000	[illegible].000	[illegible].00	[illegible].00	
LUMP	[illegible].0000	[illegible].000	[illegible].00	[illegible].00	
LUMP	[illegible].0000	[illegible].000	[illegible].00	[illegible].00	

RECEIVED
NOV 23 1965
FOR FILING

334-1716

6683

November 23, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6683 awarded to Gary Baker, Contractor, for grading and paving the North Plains (Hillcrest Avenue) Section of North Plains city streets in Washington County was completed on October 4, 1965, and accepted by the Highway Commission on November 22, 1965.

Final payment in the amount of $737.40 will be released to the contractor after December 1, 1965. The total contract amount is $16,280.43 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lkm

cc Gary Baker, Contractor
2030 East Main Street
Hillsboro, Oregon 97213

Mansfield and Co
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 23 1965
FILING
334-1716
6683

November 22, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed October 4, 1965, on Contract No. 6683. The contract was with Gary Baker, Contractor and was for grading and paving on the Hillcrest Avenue Section of North Plains city streets in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 22, 1965, and that you concur in this procedure at the Commission meeting on December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Rulien

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: North Plains (Hillcrest Ave.)		WEEK ENDING: October 22, 1965
		SECTION PREFIX: 334-1716
HIGHWAY: City Street		COUNTY: Washington
NAME OF JOB: North Plains (Hillcrest Ave)	KIND OF WORK: Grading and Paving	
CONTRACTOR: Gary Baker Contractor	CONTRACT NUMBER: 6683	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Aug. 27, 1965	DATE WORK STARTED: Aug. 30, 1965	ESTIMATED COMPLETION DATE: October 4, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: 60	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED: 49
PROJECT AUTHORIZATION: $16591.50	SPECIFIED COMPLETION DATE: Oct. 15, 1965	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $15,411.66	ENGINEERING AUTHORIZATION: $1179.84	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $16,280.43	ENGINEERING COST TO DATE: $1603.58	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: overrunn 6 %	PERCENT OF AUTHORIZATION: 136 %	DATE PROJECT WAS COMPLETED: October 4, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.18	0.18			0.18
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0.18	0.18			0.18
TOTAL ESTIMATED QUANTITIES (CONTRACT)	570	1910			490
TOTAL QUANTITIES CORRECTED TO DATE	725	2170			497
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	725	2170			497
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			BEN GIFFORD
SATURDAY				

W E S

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
18 MONDAY	
19 TUESDAY	
20 WEDNESDAY	
21 THURSDAY	The Semifinal Estimate was submitted to Division Office today.
22 FRIDAY	
SATURDAY	

REMARKS

FINAL REPORT

SIGNED Lowell A. Johnston

POSITION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

FORM S-123

[RECEIVED]
[AUG 18 1965]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WACO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

[illegible]

August 17, 1965

[illegible], Baker, Contractor
[illegible] Main Street
Hillsboro, Oregon

Dear Sir:

The State Highway Commission on August 17, 1965, awarded to you State Highway Contract No. 6683 for the following project:

Grading and paving on the North Plains (Hillcrest Avenue) section on a city street in Washington County.

This award was based on your bid of $14,748.00 which was submitted to the Commission on August 10, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. M. Young
R. S. Savage (SLC)

SCA

August 11, 1965

NOTED
H. S. COX

NOTED
DON HARWELL

Ms. Alice Fields
City Recorder
City Hall
North Plains, Oregon

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Dear Madam:

On August 10, the State Highway Commission opened bids on the Special City Allotment Project on Hillcrest Avenue. The low bid was submitted by Gary Barker of Hillsboro and the anticipated cost based on the bid is as follows:

Contractor's bid	$14,748.00
Engineering & contingencies (12½%)	1,843.50
TOTAL ANTICIPATED COST	$16,591.50

We anticipate that this contract will be awarded in the very near future.

Very truly yours,

H. S. Cox
County and City Engineer

by

Richard Unrein
Field Engineer

RU:eb

NOTED
V. R. JONES

North Plains (Hillcrest Ave.)
Washington Ave.

C. Vinyard 7-22-65

Clearing and Grubbing	All Specified		500 -
Ditch Excavation, Unclassified	20 cu.yd	3.00	60 -
General Excavation, Unclassified	570 cu.yd	1.50	855 -
Finishing Roadbed and Slopes	All Specified		100 -
Trench Excavation	60 cu.yd.	4.00	240 -
Watering	44 M-Gals	3.50	154 -
3/4"-0 Material in Base	260 cu.yd	4.50	1170 -
Stone Base	1650 Cu.yd.	4.00	6600 -
Class "B" Asphalt Concrete	480 ton	10 -	4800 -
12-inch Culvert Pipe	230 lin.ft	3.75	862.50
18-inch " "	110 lin.ft	5.00	550 -
24-inch " "	44 lin.ft	8 -	352 -
24-inch Culvent End Sections	2 only	55 -	110 -
Concrete Inlets Type G-2M	1 only	120 -	120 -
Extra for A.C. Conc. Approaches	9 only	50 -	450 -
			16923.50
	E. & C. 12½		2115.44
			$19038.94

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
JUL 22 1965
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JUL 29 1965
FOR FILING
334-1716
6683

Salem, Oregon
July 22, 1965

Spec. State Tax St.
Funds #151

Special City Allotment Agreement
Hillcrest Avenue
City of North Plains

Mr. H. S. Cox
County & City Engineer
B u i l d i n g

Attention: Mr. D.N. Harwell
Office Engineer
County & City Div.

Attached is a conformed copy of an agreement with the City of North Plains covering the Special City Allotment project on Hillcrest Avenue, from 8th Street to Main Street.

A fully executed copy of the agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of North Plains.

Secretary

rm
Attach: 1

[illegible] - 1965

FOR FILING
334-1716

6653

4-2-65

Prefix No. 334-1429

LOCATION PROSPECTUS
HILLCREST AVENUE, EIGHTH STREET AND WASCO AVENUE SECTION
CITY OF NORTH PLAINS
WASHINGTON COUNTY

HIGHWAY: Hillcrest Avenue, Eighth Street and Wasco Avenue. Not on State or Federal Highway System.

TERMINI: Hillcrest Avenue - From intersection of Hillcrest Avenue and Eighth Street, Station 18+10, to intersection of Hillcrest Avenue and Main Street, Station 27+40.
Eighth Street - From intersection of Eighth Street and Hillcrest Avenue, Station 0+00 on Eighth = Station 18+10 on Hillcrest Avenue, to intersection of Eighth Street and Wasco Avenue, Station 2+60 on Eighth = Station 18+10 on Wasco Avenue.
Wasco Avenue - From intersection of Wasco Avenue and Eighth Street, Station 18+10 on Wasco Avenue = Station 2+60 on Eighth Street, to intersection of Wasco Avenue and Main Street, Station 27+40 on Wasco Avenue.

LENGTH: 2,120 feet or 0.40 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the grading and paving of the above-listed Avenues and Street. Reconnaissance has not been made. Soils investigations will be conducted. No unusual drainage problems are anticipated. An economic analysis is not needed. This is a 1965 Special City Allotment project.

CHARACTERISTICS: No ADT available for these streets. Improvement of these streets, particularly Hillcrest Avenue, will provide better access to a pole yard located on Hillcrest. The streets are subjected to heavy and unusual traffic to and from the pole yard. Due to limited funds, the project may be restricted to Hillcrest Avenue.

STANDARDS: The individual avenues are on tangent, Eighth Street intersects them at 90 degree angle. Maximum grade is approximately 2 per cent on Hillcrest and Wasco Avenues but Eighth Street will be approximately 5 per cent.

TYPICAL SECTION: Two 10-foot lanes with 2-foot shoulders.

BRIDGE: None affected.

ACCESS: Under control of City.

NOTED
TOM EDWARDS

BASE DESIGN: Tentative design for construction is:

Paving	3	" Class "B" Asphaltic Concrete
Top Course Base	2	" 3/4"-0 Leveling Course
Bottom Course Base	10-1/2"	Crushed Base Material
To tal Depth	15-1/2"	

MATERIAL: Available from commercial sources in the vicinity of Hillsboro, Forest Grove, Beaverton or Portland.

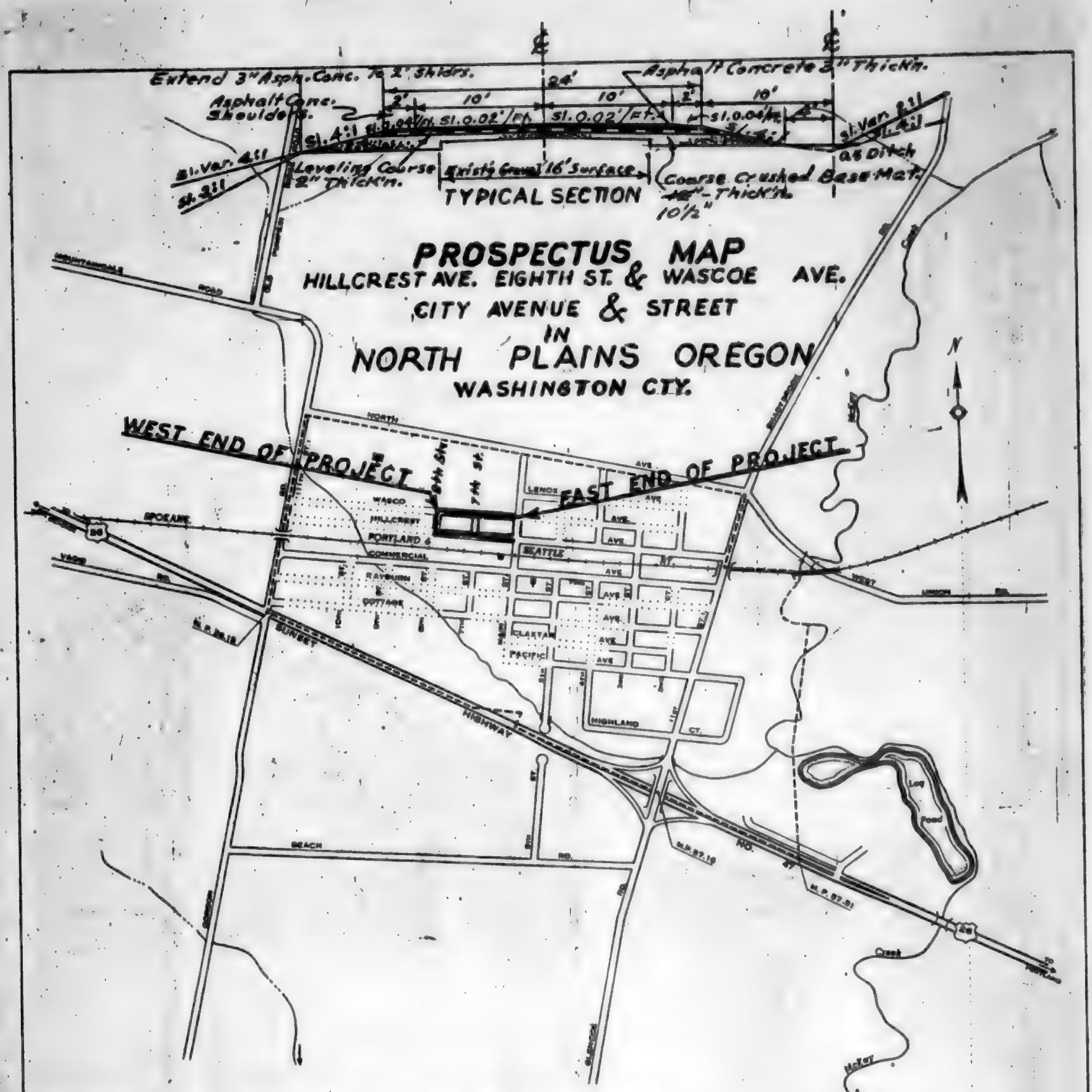
ADDITIONAL FACILITIES: None.

AGREEMENTS: Agreement required with the City of North Plains. Utilities will be involved. All work to be within existing right of way.

PARKS: None affected.

April 2, 1965
Attach.
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. W. Rulien (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
APR 5 1965
OFFICE OF
STATE HIGHWAY E



LOWELL A. JOHNSTON, RESIDENT ENG'R.

MARCH, 1965

SIGNED ROUTES

INTERSTATE

U.S.

STATE

LEGEND

Post Office

Public Bldg.

School

CH – City Hall

CT – Court House

A – Armory

L – Library

R. R. Depot

Street open for travel

Street dedicated but not open

City Limits

NORTH PLAINS

WASHINGTON COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

TRAFFIC ENGINEERING DIVISION

IN COOPERATION WITH THE

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

Population 590

Scale in Feet

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
R. M. ALLISON

NOTED
DON HAMMEL

Salem, Oregon
March 22, 1965

Special City Allotment Project
Wasco, Hillcrest and 8th Streets
City of North Plains

Mr. A. E. Johnson
Division Engineer
P. O. Box 02157
Portland, Oregon 97202

NOTED
R. H. PRANGE

P. B. Arensmeier

The City of North Plains erred in requesting a project which included a non-dedicated street (9th Street) for improvement under the provision of ORS 366.805.

It is requested that the survey be conducted on Hillcrest, 8th, and Wasco Streets rather than Hillcrest, 9th, and Wasco Streets.

A copy of the city's verification is attached.

R. M. Allisen, Field Engineer
County and City Division

RMAich
Att.

cc: J. E. Morelock

NOTED
V. R. JONES

1965 S.C.A.

CITY OF NORTH PLAINS
RECORDER'S OFFICE
NORTH PLAINS, OREGON

NOTED
DON HARWELL

RECEIVED
MAR 10 1965
LEGAL & RIGHT OF WAY

NOTED
H. S. COX

March 8 1965

Mr Allison
Oregon State Highway Dept.
State Highway Building
Salem Oregon

This letter will verify our recent discussion concerning the streets to be worked on in North Plains by the State Hiway department.
This includes; Hillcrest from Main street West to 8th street, North on 8th street to Wasco street, East on Wasco street to Main street.
A map is included to indicate this information.

Sincerely.

Rec'pt of this Map

Mrs Millie Ronis
Recorder.

RECEIVED
MAR 10
ENGINEER
CITY

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

RECEIVED
APR 1 - 1965
FOR FILING

Section MASCO AVE., HILLCREST AVE., & 8th ST. Highway NORTH PLAINS CITY ST. County WASHINGTON Prefix 334-17[illegible]

Res. Engr. L. Johnston Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date 3-18-65

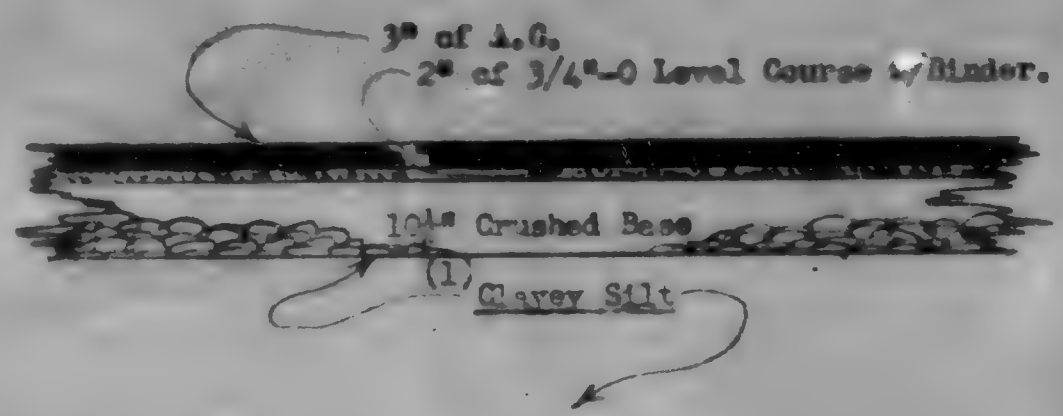
Truck A.D.T. 6 Traffic Coefficient 5.3 18 kip s.a. per day 4.2.

Annual Precipitation 45"± Frost Penetration - - - - - - - - -.

(1)

Typical Soil

51	LL
7	PI
100	%P 10
97	%P200
0	%Gravel
0	%C Sand
3	%F Sand
63	%Silt
34	%Clay
4	"R" Value (Corrected)



CBR Total Req.	Credit	Actual Thick.	
	6	3	A.C.
	2	2	Level
	10½	10½	Cr. Base
18½	18½	15½	

AASHO CLASSIFICATION:

A - 4 (8)

MATERIAL SOURCES:

To be determined by the Engineer.

NOTED
LLOYD P. SHAW

Submitted by C. J. Engr
Staff Assistant

Recommended by D A Nichols
Engineer of Materials

Recommended by L. L. Parker
Construction Engineer

Approved by Lloyd P. Shaw
Asst. State Highway Engineer

cc:
[illegible]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
Co.-City (2)

3.18.65
S-1

SECTION: WASCO AVE., HILLCREST AVE., & 8th ST.

HIGHWAY: CITY OF NORTH PLAINS

COUNTY: WASHINGTON

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 200 (Total)

B. Future ADT 300 (Total)

C. Mean ADT 250 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 2.5 x (C) 250 = 6

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 6 x (H) 100 % = 6

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 5.8

SECTION: WASCO AVE., HILLCREST AVE., & 8th ST.

HIGHWAY: CITY OF NORTH PLAINS

COUNTY: WASHINGTON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

The City of North Plains requested an A.C. Wearing Surface.

1-6-64

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of North Plains is an incorporated city of the State of Oregon and has a population of 580 as given by the latest official census; and

WHEREAS, the following streets of said city, A part of Hillcreast, Wasco and 9th Street

RECEIVED
MAR 30 1964
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of North Plains does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Mrs Millie Provis as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 6th day of January, 1964.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of North Plains at a regular or special meeting of said Council, held on the 6th day of January, 1964, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 23rd day of March, 1964.

Millie Provis
City Recorder

(cc-50, 1959 Rev.)

SIGNED ROUTES

INTERSTATE

U.S

OREGON

LEGEND

- Post Office
- School
- R R Depot
- Public Bldg
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel
- Street dedicated but not open
- City Limits

NORTH PLAINS

WASHINGTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 880

Scale in Feet

December 1963

115-1147	Eagle Point-Salt Creek Sec., Lake of the Woods	1965
6684	Hwy. (Intermit. grad.)	

RECEIVED
DEC 15 1965
FOR FILING

115-1147

6684

December 14, 1965

Birmingham Fire Insurance
Co. of Pennsylvania
Regional Office
550 Kearny Street
San Francisco 8, California

Gentlemen:

Contract No. 6684 awarded to Hughes and Dodd Company for grading the Eagle Point-Salt Creek Section of the Lake of the Woods Highway in Jackson County was completed on October 14, 1965, and accepted by the Highway Commission on December 13, 1965.

Final payment in the amount of $1,004.09 will be released to the contractor after December 21, 1965. The total contract amount is $34,374.91 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Hughes and Dodd Company
P. O. Box 246
Medford, Oregon 97501

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 13 1965
FOR FILING
115-1147
6684

December 13, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed October 14, 1965, on Contract No. 6684. The contract was with Hughes and Dodd Company and was for grading on the Eagle Point-Galt Creek Section of the Lake of the Woods Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project on this date.

This will be presented to you for confirmation at the Commission meeting on December 14.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. M. Young
F. D. Morgan
C. M. Maison
L. R. Chandler

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Eagle Point-Salt Creek		WEEK ENDING: October 29, 1965
		SECTION PREFIX: 115-1147
HIGHWAY: Lake of the Woods		COUNTY: Jackson
NAME OF JOB: Eagle Point - Salt Creek	KIND OF WORK: Grading	
CONTRACTOR: Hughes and Dodd Co.	CONTRACT NUMBER: 6684	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 17, 1965	DATE WORK STARTED: September 1, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN ____ SUPERVISION ____	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 42	CALENDAR DAYS USED: 41
PROJECT AUTHORIZATION: $39,133.12	SPECIFIED COMPLETION DATE: Oct. 15, 1965	PERCENT OF TIME ELAPSED: 98
EXCLUSIVE OF ENGINEERING: $36,350.32	ENGINEERING AUTHORIZATION: $2,782.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $36,350.32	ENGINEERING COST TO DATE: $2,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 72 %	DATE PROJECT WAS COMPLETED: 10-14-65

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
* Not Applicable		100	GRADING	Grading ~~SURFACING~~	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		*					
MILES PARTIALLY COMPLETED		*					
MILES COMPLETED		*					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		* Contract	Amount	$36,350.32			
TOTAL QUANTITIES CORRECTED TO DATE		* Corrected	Amount	36,350.32			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		* Used to Date	~~x~~	34,285.56			
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

Routing

Burgess
Becker
Bond
Barlow
Swelk
Olson
Swan

Peale
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
NOV 1 1965
CONSTRUCTION DIVISION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	

REMARKS

Semi-Final estimate on this project was submitted Oct. 28, 1965.

This will be the last Weekly Report on this project.

SIGNED B H Brown LOCATION Oakland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
OCT 12 1965

115 1147
FORM E-90 5M 3-65 SPP 6470-734
6684

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 1, 1965

To: F. D. Morgan
Construction Engineer
Salem, Oregon

SUBJECT: State Force No. 1
Eagle Point-Salt Creek
Lake of the Woods Hwy.
Contract No. 6684
Prefix 115-1147

I am transmitting State Force No. 1 for the furnishing and placing of crushed base rock, asphaltic concrete, 12" culvert pipe, and sight posts. This work was anticipated to be done by the State Forces after the Equipment Rental Contract work was completed. Our State Forces began this work on September 16 as was necessary in order that the safety of the traveling public be insured in the roadside and sub-grade excavation areas.

Your approval of this State Force Order is recommended.

Jay B. Boyd
Assistant Division Engineer

NOTED
F. B. KLABOE

JBB:sb

attach.

cc: B. E. Brown
R. L. Lammert

orig to Const
10-11-65

Routing

Morgan	Pease
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
OCT 4 1965
CONSTRUCTION
DIVISION

RECEIVED
AUG 18 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 17, 1965

Rogers and [illegible] Company
P. O. Box [illegible]
Medford, Oregon

Gentlemen:

The State Highway Commission on August 17, 1965, awarded to you State Highway Contract No. 6664 for the following project:

Intermittent grading on the Eagle Point-Salt Creek section of the Lake of the Woods Highway north of Medford in Jackson County.

This award was based on your bid of $[illegible] which was submitted to the Commission on August 17, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. M. Young
E. D. Savage (DIC)

320-1716 Junction City (Maple St.) 1965
Sec. City Street (Grading
#6685 and paving)

Sp. State Tax St. Fund Ez

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 87416

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-21-66	[illegible]		320-1716-025

NOTED
RICHARD UNREIN

City of Junction City
City Hall
Junction City, Oregon

Att: Helges A. Jensen, City Recorder

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Special City Allotment project on Maple Street, Contract [illegible]5. Covered by agreement dated July 12, 19[illegible]5.			
City's advance deposit			4,[illegible]5.00
As per attached statement:			
Final cost			[illegible]4,9[illegible]5.6
Agreed State Share			2[illegible],000.00
Balance due			95.66

RECEIVED
MAR 21 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

ACKNOWLEDGMENT OF BILLING REQUEST

City Recorder

By _____

NOTED
[illegible]ON FARWELL

files

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date March 18, 1966

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year: 1965

Contract # 6685 Prefix 320-1716 Survey Prefix 320-1480

Street Maple Street

City Junction City

Payments to Contractor .(See attached voucher).....	$ 20,332.34
Engineering and Contingencies.....	4,396.89
* Survey. (Total = $1,131.71).....City's pro rata share..	216.43
TOTAL.....	$ 24,945.66
Agreed State Share	20,000.00
Agreed City Share	$ 4,945.66
City Advance Deposit	$ 4,850.00
Balance due State...	$ 95.66

NOTED
H. S. COX

Reference: Outside Billing cc-998

$$*\frac{\text{Construction costs over \$20,000}}{\text{Construction costs}} = \frac{\$\ 4,729.23}{\$\ 4,729.23} \times \$1,131.71 = \$216.43$$

City share of preliminary engineering = $216.43

RU:mm NOTED
RICHARD UNREIN

NOTED
DON [illegible]ELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A 20 (REV. 5-63)

COUNTY	CONTRACT NO.	ESTIMATE NO.
LANE	5685	4 Fina

HIGHWAY	FEDERAL AID PROJECT NO.
CITY STREET	

SECTION
JUNCTION CITY /MAPLE ST/

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
201	REMOVAL OF INLETS	EACH	10.0000	3.00
202	REMOVAL OF CURB AND GUTTER	LINEAL FEET	10.0000	1.00
203	ROADWAY EXCAVATION	CU YDS	1.2000	2,168.80
204	DITCH EXCAVATION	CU YDS	2.0000	64.77
205	WATERING	M GAL	1.0000	13.60
206	3/4 (0-) MATERIAL IN BASE	CU YDS	3.2500	340.00
207	BASE GRAVEL	CU YDS	3.2500	1,144.00
208	CLASS C ASPHALT	TONS	8.0000	94.23
211	8-IN VITRIFIED CLAY SEWER	LINEAL FEET	3.0000	227.50
212	10-IN PLAIN CONC STORM	LINEAL FEET	3.0000	84.00
213	12-IN PLAIN CONC STORM	LINEAL FEET	5.0000	175.00
214	CONCRETE INLET TYPE C	EACH	150.0000	7.00
215	MANHOLES	EACH	200.0000	1.00
216	CONCRETE END WALL	EACH	35.0000	71.24

TOTAL CONTRACT ITEMS	
% RETAINED ON CONTRACT ITEMS	
FORCE ACCOUNT	
TOTAL PAYMENTS	

DATE 11/3

13128

H. B.

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	[illegible]	Final	330-1716-201 (41) 1.61 Dr. 330-1716-204 (41) 1,085.92 Dr.
	FEDERAL AID PROJECT NO.		

/MAPLE ST/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
[illegible]	10.0000	3.000	30.00	30.00	
[illegible]	[illegible]	1.000	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]

RECEIVED
JAN 3 - 1966
FOR FILING

320-1716

6685

January 3, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6685 awarded to Wildish Construction Company for grading and paving on Maple Street in Junction City, Lane County, was completed on October 13, 1965, and accepted by the Highway Commission on December 31, 1965.

Final payment in the amount of $1,087.53 will be released to the contractor after January 10, 1966. The total contract amount is $20,332.34 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Wildish Construction Company
5001 Franklin Boulevard
Eugene, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 3 - 1965
FOR FILING
320-1716
6685

December 31, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed October 13, 1965, on Contract No. 6685. The contract was with Wildish Construction Company and was for grading and paving on Maple Street in the city of Junction City in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 31, 1965, and that you concur in this procedure at the Commission meeting on January 25, 1966.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klabee
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

mc srb

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Junction City (Maple St.)		WEEK ENDING: Oct. 16, 1965
		SECTION PREFIX: 320-1716
HIGHWAY: City Street		COUNTY: Lane
NAME OF JOB: Junction City (Maple Street)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Wildish Construction Co.	CONTRACT NUMBER: 6685	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Aug. 17, 1965	DATE WORK STARTED: Sept. 7, 1965	ESTIMATED COMPLETION DATE: Oct. 13, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 16 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $24,826.83	SPECIFIED COMPLETION DATE: Oct. 15,1965	PERCENT OF TIME ELAPSED: 95.
EXCLUSIVE OF ENGINEERING: $23,061.37	ENGINEERING AUTHORIZATION: $1,765.46 3,618.72	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $20,330.73	ENGINEERING COST TO DATE: $3,618	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96.
ESTIMATED PERCENT OVERRUN/UNDERRUN: 4 %	PERCENT OF AUTHORIZATION: 205. %	DATE PROJECT WAS COMPLETED: Oct. 13, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100	---		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.167	0.167			0.167
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.167	0.167			0.167
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,360 cy	1,960 cy			600 ton
TOTAL QUANTITIES CORRECTED TO DATE	2,161.8	1,987			588.23
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,163.8	1,987			588.23
AVERAGE DAILY QUANTITIES	0	0			294.12
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK: paver 1, roller 2, trucks 11, flatbed 1, pickup 1,

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	cloudy			
MONDAY	cloudy			
TUESDAY	overcast			
WEDNESDAY	partly cloudy			
THURSDAY	cloudy W/showers			
FRIDAY	cloudy W/showers			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	The Contractor completed paving top lift Asphaltic Concrete.
TUESDAY	The contractor cleaning up and replacing fill material in back of curbs.
WEDNESDAY	The Contraxtor replaced stop signs at 5th and 6th streets, also school zone sign at 6th st. He also shaped material in back of curbs. This work completed the project. 2 men in office on semi-final estimate.
THURSDAY	Final inspection made by Mr. J. Boyd and myself. 2 men part day on semi-final estimate which was taken to the Division Office by Mr. Boyd.
FRIDAY	
SATURDAY	

REMARKS

We note that the 28 day tests of the concrete cylinders and the pavement core tests have not been completed.

This will be the last weekly report.

SIGNED H E Mayfield LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
SEP 20 1965
FOR FILING

320 - 1716

6685

August 17, 1965

Wildish Construction Company
P. O. Box 1106
Eugene, Oregon

add to agenda

Gentlemen:

The State Highway Commission in the forenoon of August 17 accepted your bid in the amount of $21,718.30 for grading and paving on the Junction City (Maple Street) Section in Lane County, and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer this afternoon awarded you the job, which has been assigned Contract No. 6685.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

Pacific Buildor & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

SCA-65
Maple St
Jct. City

OFFICE OF CITY RECORDER

PHONE 998-2153

CITY OF JUNCTION CITY

672 GREENWOOD
JUNCTION CITY, OREGON

August 16, 1965

NOTED
DON HARWELL

State Highway Commission
Salem
Oregon

Att: Richard Unrein

Re: Maple Street paving

Dear Mr. Unrein;

Thank you for your letter of August 11, in which you quoted the figures on the Wildish Construction Co. low bid on the Maple Street Project.

Enclosed is our check for $ 4,850.00, the City's share of the cost.

Very truly yours,

Holger A. Jensen

Holger A. Jensen
City Recorder

HAJ:lp
Enc

RECEIVED
AUG 17 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

August 11, 1965

NOTED
DON [illegible]

Mr. Holger A. Jensen
City Recorder
City Hall
Junction City, Oregon

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

Dear Mr. Jensen:

On August 10, the State Highway Commission opened bids on the Special City Allotment Project on Maple Street. The low bid was submitted by Wildish Construction Company of Eugene and the anticipated cost based on the bid is as follows:

Contractor's bid	$21,718.30
Anticipated additional items	350.00
	22,068.30
Engineering & contingencies (12½%)	2,758.54
TOTAL ANTICIPATED COST	$24,826.84

As the contract cannot be awarded until the City has deposited its share of the cost, at your very earliest convenience please forward a check to this office in the amount of $4,850 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

by

Richard Unrein
Field Engineer

RU:eb

NOTED
V. R. JONES

RECEIVED
JUL 29 1965
FOR FILING
320-1716
6685

Salem, Oregon
July 13, 1965

Spec. State Gas St. Funds
#82

Special City Allotment Agreement
Maple Street
City of Junction City

Mr. H.S. Cox
County & City Engineer
Building

Attention: Mr. D.N. Harwell
Office Engineer
County-City Div.

Attached is an executed copy of an agreement with the City of Junction City covering the Special City Allotment project on Maple Street in that city.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed cop y has been sent to the City of Junction City.

Secretary

rn
Attach: 1

OFFICE OF CITY RECORDER

PHONE 998-2153

CITY OF JUNCTION CITY

672 GREENWOOD
JUNCTION CITY, OREGON

July 8, 1965

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

State of Oregon
State Highway Department
Salem, Oregon

Att: Richard Unrein

Dear Mr. Unrein:

The Council of the City of Junction City met in special session on the evening of July 6, 1965 in order to officially consider the Resolution which you mailed to us.

In reading the Resolution, City Attorney Richard E. Miller noticed what he feels could be a point of misunderstanding and if there is no objection from your office he would like to change the statement in your proposed Resolution as follows:

" Maple Street from 6th Avenue to the southerly city limits "

change to

" Maple Street from 6th Avenue to the Westerly extension of the South Curb Line of Third Avenue if extended. "

We are including a copy of an Annexation Ordinance which we feel will probably explain his point best. As you will notice the Annexation includes one-half of Maple Street from 3rd Avenue south to 1st Avenue. Therefore, if we use your statement of " southerly city limits " it could be construed as meaning the south city limits at 1st Avenue.

We are also enclosing the three signed copies of the Resolution as requested.

For your information City Attorney Miller's phone number is: Eugene 342-5216, in case there are technical questions.

Very truly yours,

Holger A. Jensen

Holger A. Jensen
City Recorder

HAJ:lp
Encls.

RECEIVED
JUL 9 1965
ENGINEER
COUNTY & CITY DIVISION

ORDINANCE NO. 462

AN ORDINANCE OF ANNEXATION OF CONTIGUOUS TERRITORY LYING WEST OF MAPLE STREET, ALSO KNOWN AS COUNTY ROAD NO. 603, SOUTH OF THIRD AVENUE AND NORTH OF FIRST AVENUE, ALSO KNOWN AS COUNTY ROAD NO. 313, AND DECLARING AN EMERGENCY.

WHEREAS, all of the owners of the hereinafter described territory which is contiguous to Junction City, Oregon have heretofore petitioned the Council for annexation of said territory to Junction City, Oregon; and

WHEREAS, Ordinance No. 548 of Junction City was duly passed on October 13, 1964, setting Tuesday, November 10, 1964 at 7:30 o'clock p.m., Pacific Standard Time, as the time, and the Council Chambers, City Hall, Junction City, Oregon, as the place for the public hearing on the question of said annexation; and

WHEREAS, notice of said hearing was duly published on Thursday, October 15, 1964; October 22, 1964; October 29, 1964; and November 5, 1964 in the Junction City Times, a newspaper of general circulation in Junction City, Oregon, and notices of said hearing were posted in four public places in Junction City, Oregon for two successive weeks prior to said hearing; and

WHEREAS, said hearing was duly held at said time and place and the Council now being fully advised, now, therefore,

THE CITY OF JUNCTION CITY DOES ORDAIN AS FOLLOWS:

Section1. The following described territory is declared to be annexed to the city of Junction City, Lane County, Oregon:

Beginning at the southeast corner of Section 31, Township 15 South, Range 4 west of the Willamette Meridian; running thence along the centerline of High Pass Road, also known as County Road No. 313, North 89° 16' west 168.98 feet; thence leaving said centerline north 514.06 feet to the south line of tract deeded by School District #69 to Union High School District #13, recorded at page 7, book 190, Lane County Oregon Deed Records, Lane County, Oregon; thence along said south line North 88° 00' east 207.89 feet to the centerline of Maple Street, also known as County Road No. 603 and formerly known as Catherine Street; thence along said centerline South 2° 00' east 524.53 feet; thence North 89° 16' west 57.10 feet to the point of beginning, in Lane County, Oregon.

Section 2. That the annexation of the hereinabove described territory is hereby proclaimed.

Section 3. Whereas an emergency exists, and it is necessary for the peace, health, safety and general welfare of the citizens of Junction City that this ordinance take effect immediately, it shall take effect immediately upon its passage by the Council and the approval of the Mayor.

Passed by the Council this 10th day of November, 1964.
Approved by the Mayor this 10th day of November, 1964.

ATTEST:

/s/ Holger A. Jensen
City Recorder

APPROVED:

/s/ Steve A. Tyler
Mayor

I, Holger A. Jensen, duly appointed, qualified and acting recorder of Junction City, Oregon, do hereby certify that I prepared the hereinabove copy of ordinance of annexation and have compared said copy with the original on file, and I hereby certify that all of the said copy is true and correct copy of the original.
ORDINANCE NOunction City, Oregon, this 10th day of November, 1964.

Holger A. Jensen
City Recorder
Junction City, Oregon

1965 SCA

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
H. S. COX

NOTED
P. B. Arensmeier

MEMO TO FILES
June 2, 1965

Special City Allotment Project
Maple Street
Third Avenue-6th Avenue Section
Junction City, Oregon

On May 28, Mr. Fred Hagemann and I met with members of the City Council and inspected project. Our inspection of existing drainage indicated that this system was too shallow to be used in the proposed street improvement. The location and depth of an existing 12" concrete pipe along the west side of Maple Street, between 5th Avenue and 6th Avenue was unknown. City forces said that they would locate this pipe to determine if it could be utilized in the proposed street improvement.

On June 2, Mr. Jensen, Junction City Recorder, called to inform me that the city forces had located the existing 12" concrete pipe along the west side of Maple Street and said that it was only a few inches below the existing surface at the 5th Avenue end. The shallow location of this pipe along with the apparent need of additional catch basins indicate a need for a general revision of the proposed drainage system.

On June 2, I telephoned Mr. H. E. Mayfield, Resident Engineer, and informed him of the apparent need of a general revision of the proposed drainage system. He said that it would be approximately a week before he could begin a study of drainage area.

The proposed project was previously scheduled for bid letting June 29 but has now been tentatively set for August 10, due to the need for the additional drainage study. Upon completion of said study, City will be contacted regarding the additional costs involved.

Richard Unrein
City Field Engineer
County and City Division

RU:mm

cc: F. B. Klaboe
F. D. Morgan
L. R. Chandler
H. E. Mayfield

NOTED

RECEIVED
MAR 22 1965
FOR FILING
320-1716
6685

Prefix No. 320-1480

LOCATION PROSPECTUS
MAPLE STREET SECTION
6TH AVE. TO 3RD (SOUTH CITY LIMITS)
JUNCTION CITY
LANE COUNTY

STREET: Maple Street, city of Junction City. Not on State of Federal Highway System.

TERMINI: The northerly end is at the intersection of 6th Avenue and Maple Street. The southerly end is at the South City Limits which coincides with the intersection of 3rd Avenue at Maple Street.

LENGTH: 0.20 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. A reconnaissance survey is not necessary. There are no special drainage problems. An economic analysis is not necessary. The survey need not be tied to the Lambert Grid System. The City will grade, curb and drain the street to State prepared plans and the State will rock and pave the intervening 33 feet width between the monolithic curbs and gutters. A short section on the west side of the street in front of the Junior High is to be widened to the sidewalk line to facilitate school bus loading and unloading.

BASE: Tentative design for construction is:

Paving	3 " A.C.
Top Course Base	2 " Leveling
Bottom Course Base	11-1/2" Coarse Base
Total Depth	16-1/2"

MATERIAL: Adequate quantities are available from commercial sources.

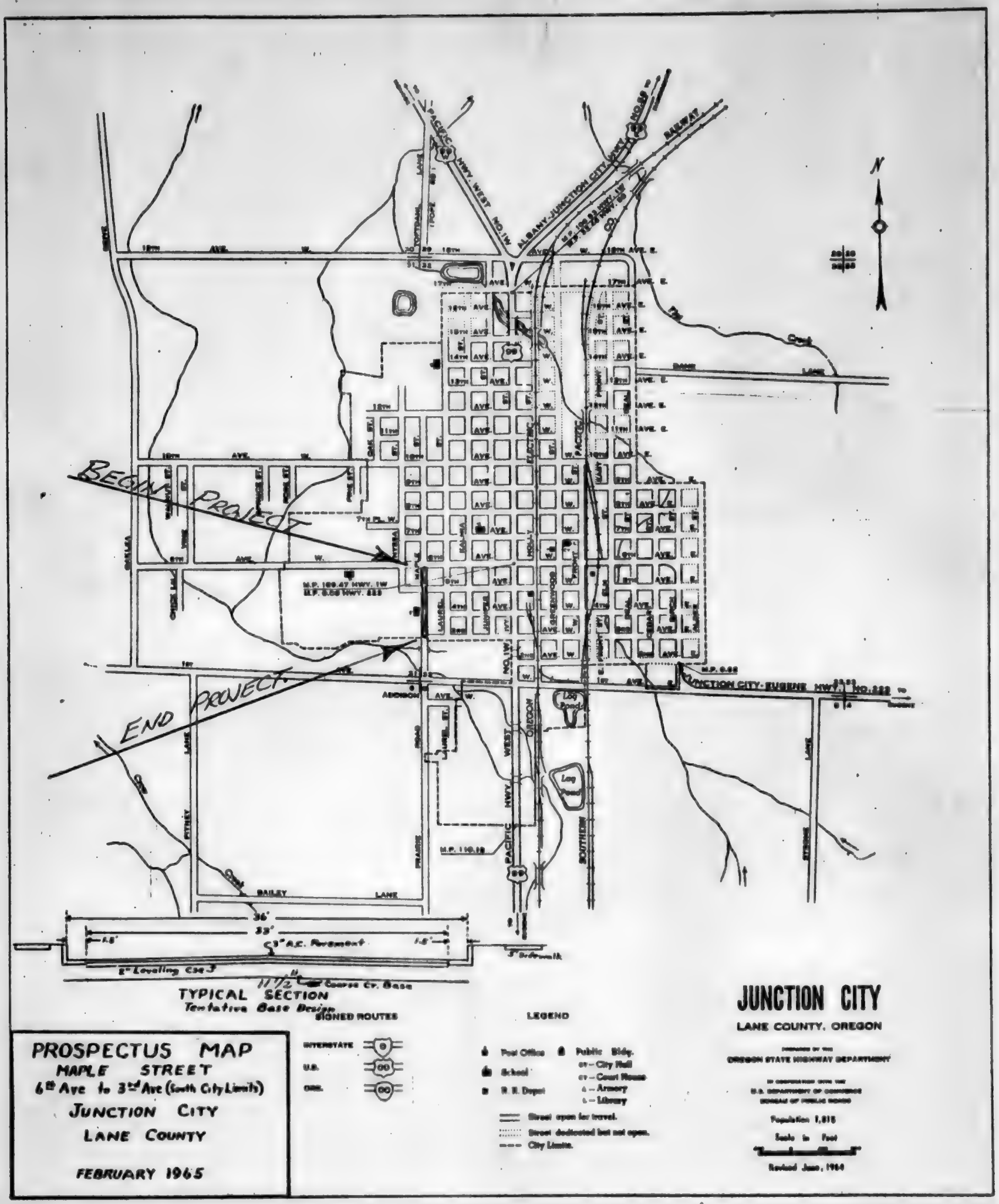
ADDITIONAL FACILITIES: There are no railroad or major stream crossings.

AGREEMENTS: Routine negotiations for a Special City Allotment project.

March 18, 1965
Attachment

NOTED
FORREST COOPER

cc: Forrest Cooper
L. P. Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
I. D. Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young



PROSPECTUS MAP

MAPLE STREET

6th Ave to 3rd Ave (South City Limits)

JUNCTION CITY

LANE COUNTY

FEBRUARY 1965

SIGNED ROUTES

INTERSTATE 9

U.S. 99

OREG. 99

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - cH – City Hall
  - cr – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

JUNCTION CITY

LANE COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

Population 1,815

Scale in Feet

0 500 1000

Revised June, 1964

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

RECEIVED MAR 18 1965 FOR FILING

Section MAPLE STREET Highway JUNCTION CITY STREETS County LANE Prefix 6685 20-1716

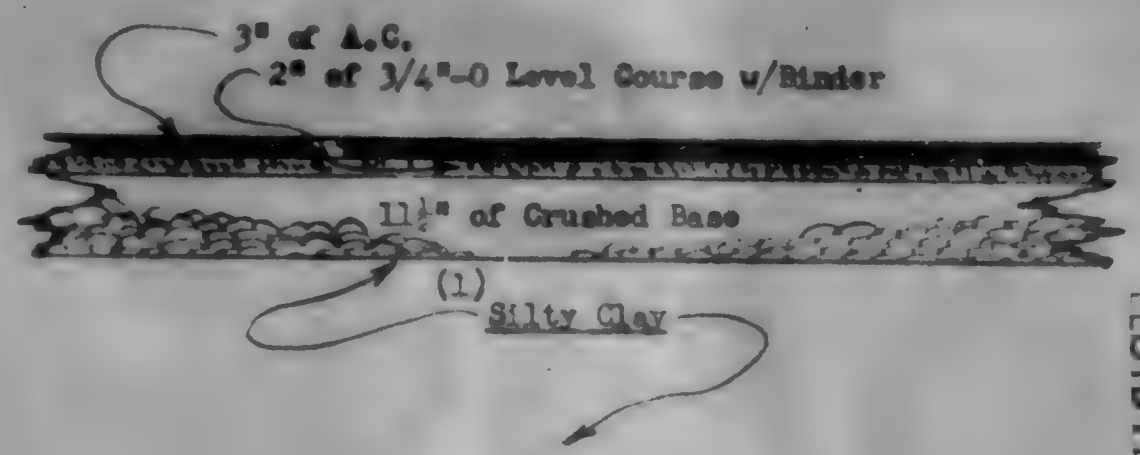
Res. Engr. _____ Approx. Length 0.16 Miles. Sta. _____ to Sta. _____ Date 3-8-65

Truck A.D.T. 22 Traffic Coefficient 6.8 18 kip s.a. per day 15.5.

Annual Precipitation 40"± Frost Penetration _____.

	CBR Total Req.	Crushed	Select Material	
		6	3	A.C.
		2		Level
		11½	11½	Gr. Base
	19½	19½	16½	

(1)
Typical Soil
36 LL
13 PI
96 %P 10
67 %P200
4 %Gravel
5 %C Sand
24 %F Sand
36 %Silt
31 %Clay
24 "R" Value (Corrected)



AASHO CLASSIFICATION:
A-6 (7)

MATERIAL SOURCES:
To be determined by the Engineer.

NOTED
LLOYD P. SHAW

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

Submitted by _____ Staff Assistant Recommended by _____ Engineer of Materials

Recommended by _____ Asst. Construction Engineer Approved by _____ Asst. State Highway Engineer

SECTION: MAPLE STREET

HIGHWAY: JUNCTION CITY STREETS

COUNTY: LANE

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 600 (Total)

B. Future ADT 1140 (Total)

C. Mean ADT 870 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 5.0 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ 2.5 x (C) 870 = 22

H. % Trucks in Design Lane 100 % (School Buses)

I. Trucks in Design Lane (G) 870 x (H) 100 % = 22

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 6.8

SECTION: MAPLE STREET

HIGHWAY: JUNCTION CITY STREETS

COUNTY: LANE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See Item 12 and Remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not applicable - See Item 12
10. Stimulation of Competition: " " " " " "
11. Construction Consideration: Not applicable
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: Not applicable - See Item 12
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to A.C. construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.16± mi.) section.

OFFICE OF CITY RECORDER

PHONE 998-2153

CITY OF JUNCTION CITY

672 GREENWOOD
JUNCTION CITY, OREGON

December 2, 1964

NOTED
DON HARWELL

REFERRED TO
H. S. Cox
BY SECRETARY

NOTED
H. S. COX

NOTED
R. M. ALLISON

Oregon State Highway Department
Salem, Oregon

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

Att: R. M. Allison

Dear Sirs:

In answer to your letter regarding the improvement of Maple Street, Junction City, you estimate the cost of this project at $ 25,000, of which $ 5,000 will be the city's share.

The City of Junction City does wish to proceed with this project and the City does have the money available for its share of the project.

Your help in this matter has been very much appreciated. If there is any way in which we can be of further help, please let us know.

Very truly yours,

Holger A. Jensen

Holger A. Jensen
City Recorder

HAJ:lp

RECEIVED
DEC 3 1964
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
MAY 13 1964
ENGINEER
COUNTY & CITY DIVISION

R E S O L U T I O N

4-14-64

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Junction City is an incorporated city of the State of Oregon and has a population of 1815 as given by the latest official census; and

WHEREAS, the following streets of said city,

Sixth Avenue from the west line of Ivy Street to the west line of the west driveway of the High School

Second Choice:

Maple Street from the south line of 6th Ave. to the south line of 3rd Ave.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of Junction City does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Holger A.Jensen as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 14th day of April, 1964.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

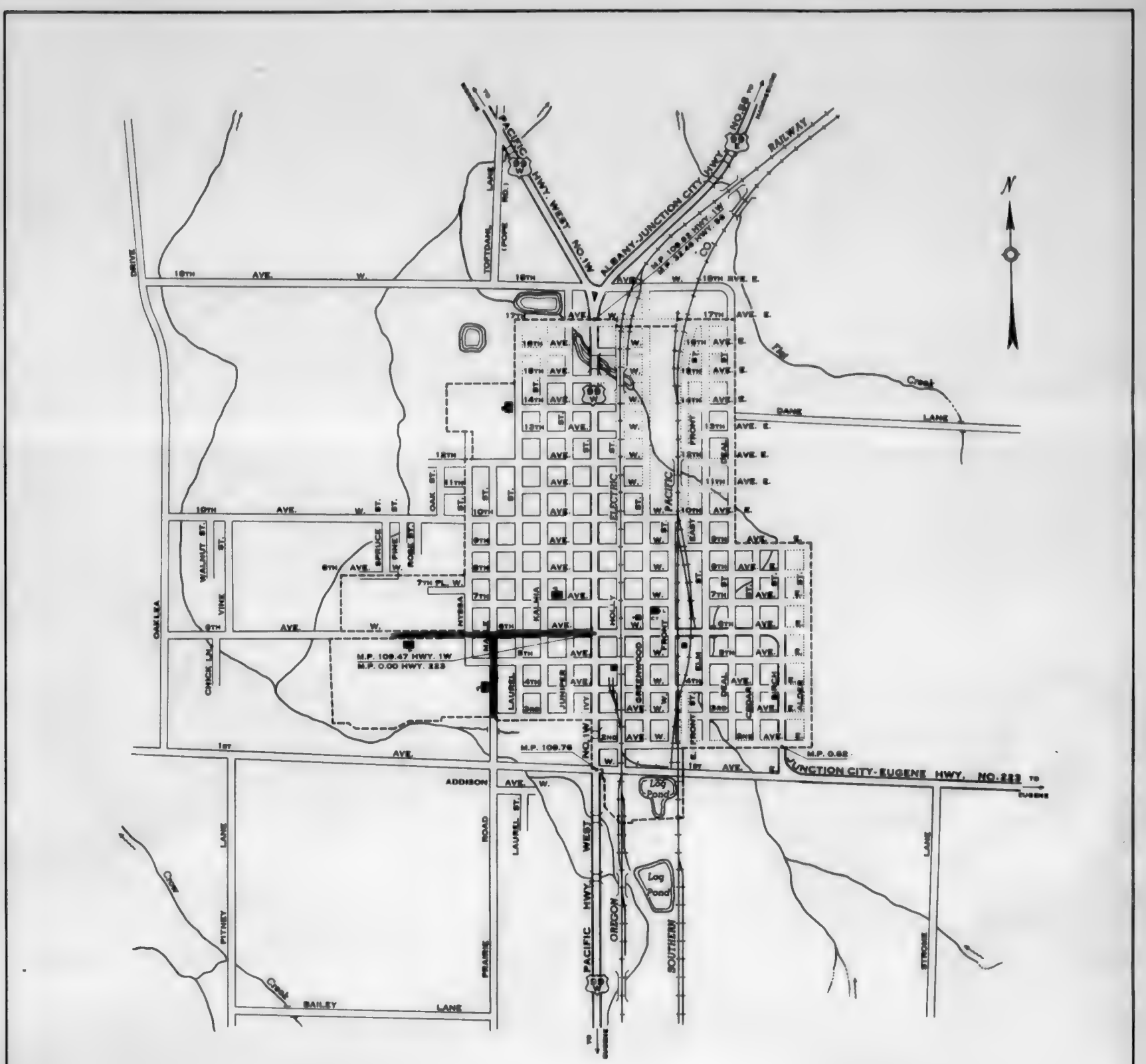
- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Junction City at a regular or special meeting of said Council, held on the 14th day of April, 1964, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 21st day of April, 1964.

Holger A. Jensen
City Recorder

(cc-50, 1959 Rev.)



1st choice

2nd choice

SIGNED ROUTES

INTERSTATE 5

U.S. 30

ORE. 22

LEGEND

- Post Office
- Public Bldg.
- School
- CH – City Hall
- CT – Court House
- R. R. Depot
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

JUNCTION CITY

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,814

Scale in Feet

March 1, 1961

ER-187(2) Buck Creek Bridge, Bear Flat Road 1965

#6686

C+A 2879

OREGON STATE HIGHWAY DEPARTMENT

FORM A-100 (9-64)

..IGHWAY DEPARTMENT INVOICE

NO. 97273

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-9-68	CC 1149		519-1043-297

RECEIVED
DEC 10 1968
ENGINEER
COUNTY & CITY DIVISION

- Lake County Court
- Courthouse
- Lakeview, Oregon 97630

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Honorable C.W. Ogle, Judge			
Final Billing: Buck Creek Bridge Section, FAS 859, ER-187 (7). Covered by agreement dated April 20, 1965.			
County advance deposit		9,100.00	
Less amount previously transferred		6,100.00	
			3,000.00
County share of construction costs		7,641.76	
Less amount previously transferred		6,100.00	
			1,541.76
Cash Received ... To be refunded			1,458.74
By			

ACKNOWLEDGED

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Form A-66—SM—4-68

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Lake County
c/o County Court
Lakeview, Oregon

This Space for Use of Accounting Division

Date September 19, 1968

Invoice No. State Treasurer's

P. O. No. Receipt No. 15246

SP*30131-734

Voucher No. Final

Project No. ER-187(2)

Reimbursement for cost of repairing County FAS Route #852 damaged in the 1964-65 floods.

County cost as per statement	$1,934.92	
Less ineligible cost deducted by BPR	0.00	
Total Participating Cost	$1,934.92	
Federal reimbursement claimed at 63.90%		$1,241.37
State Highway participation at 29.4% of Federal amount		364.96
Total County reimbursement		$1,606.33

9550-597 (64) $1,241.37
519-4790-190 (64) $ 364.96

ORIGINAL SIGNED BY
C. H. MAISON

C. H. Maison, Controller

RECEIVED
MAR 14 1968

ER-1872
6686

March 14, 1968

The Hartford Insurance Group
Pacific Northwest Regional Office
1820 Eastlake Avenue East
Seattle, Washington 98102

Attention: Clark S. James

Gentlemen:

Your letter of March 12 inquired about details of claims which have been filed against T & M Construction Company on our Contract No. 6686 for work on the Buck Creek Bridge in Lake County.

Attached are copies of letters from our contract file which I believe will provide the information that you requested.

As you probably know, this contract was completed December 29, 1965, was accepted by the Highway Commission May 10, 1966, and final payment was made shortly after May 18, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:wln
Attachments

cc Cushing Insurance Agency
P. O. Box 7215
Salem, Oregon

HARTFORD FIRE INSURANCE COMPANY
HARTFORD ACCIDENT AND INDEMNITY COMPANY
HARTFORD LIFE INSURANCE COMPANY

CITIZENS INSURANCE COMPANY OF NEW JERSEY
NEW YORK UNDERWRITERS INSURANCE COMPANY
TWIN CITY FIRE INSURANCE COMPANY

THE HARTFORD INSURANCE GROUP
HARTFORD, CONNECTICUT 06115

PACIFIC NORTHWEST REGIONAL OFFICE
1820 EASTLAKE AVENUE EAST, SEATTLE, WASHINGTON 98102

TELEPHONE:
EAST 5-0600

March 12, 1968

State of Oregon
State Highway Department
Salem, Oregon 97310

Gentlemen:

Re: Bond No. 3260906
Lee McIntosh Dba
T & M Construction
Contract #6686 (Lake Co.)

A recent status indicated a claim, assignment or lien is on file relative to this job. If available, we would like further details.

Enclosed is a self-addressed, stamped envelope for your convenience in replying.

Sincerely,

Clark S. James
Surety Department

CSJ:bd

Enclosure

cc: Cushing Insurance, Inc.
Salem, Oregon

RECEIVED
MAR 14 1968
OREGON
STATE HIGHWAY COMMISSION

FORM PR-33A (2)
REV. 4-66)

cc: OSHD (Klaboe)
OSHD (Edwards)
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ER 187(2)
FAS 852

FINAL REPORT

(PPM 20-6.4)

REGION NO.	REPORT NO.	COUNTY	DIVISION
8	4	Lake	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO
5-10-67	C. T. Christi[illegible] Area Engineer		[illegible]-167(2)
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACTING AGENCY	TIME ELAPSED	APPROVED EXTENSION(S)
[illegible]	5-10-66	100%	Revised Comp. Date 12-7-65
CONTRACT TIME [illegible]	LOCATION	FAS Route 852 beginning at a point 5.5 mi[illegible] west of the community of Silver [illegible]ke and continuing [illegible]rly for 3.5 miles.	

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Time [illegible] indicated above pertains to contract portion only.

Other remarks:

[illegible] DIVISION
[illegible]
Grading, S[illegible] and Structure

This project provided for the temporary and permanent repairs to the roadway on this section including the construction of a new structure. This project was necessary to correct damage sustained as a result of the December flood of 1964.

The contract portion of this project was completed on December 29, 1965 at a final contract cost of $30,[illegible]08.76 representing an underrun of 2 percent. A time extension has been approved in the amount of 7 days leaving 22 days assessment of liquidated damages at $50 per day being reflected in final cost. A full statement of reasons for overruns and underruns is on file with the Division office copy of this report.

Laboratory reports contained in the project file indicate that all materials incorporated into the contract portion of this project comply with the specification requirements.

(more)

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Acceptance of the project is recommended. C. T. Christiancon, Area Engineer

Project Accepted 5-10-67 (Date) A. L. Parsons, Division Engineer

RECEIVED
MAY 19 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
HAROLD REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
P. B. Aronsmeier

NOTED
DON HARWELL

AR-157(2)

work performed by county f... ...d in March 1966 at a
final cost of $2,073.66, ...ary work. All materials
incurred in this pr... ...by road district from
locally available borrow ... ...by maintenance stock
and are considered satisfa... ...incorporated into the work.

All work performed in th... ...of this facility has been
conducted in accordance wi... ...ing and construction
practice and has resulted ... ...crushed rubby highway
standard than that existi... ...block. The construc-
and approaches now confor... ...tion standard being
utilized in all repair wor... ...ter of this route.

This project was accepted ... ...ty on January 27, 1966
following an inspection by ... ...ty Roadmaster.

ER, Lake Co

FORM PR-33A (REV. 3-65)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

cc: OSHD (Klaboe)
OSHD (Edwards), FINAL 6686
Region
Wash DC

~~INTERMEDIATE~~ CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	STATE
8	3	Lake	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
11-29-66	C. T. Christianson, Area Engr		ER 187(2)

IN COMPANY WITH Cliff Partin, Roadmaster, Lake County; K. J. Dunn, Res Engr-OSHD; John Hass, Engr Trainee-BPR

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	NA %	100 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

NOTED
E. B. KLABOE

BUCK CREEK SECTION
BEAR FLAT ROAD
Grading, Surfacing, and Structure

The contract portion of this project was completed on 12-29-65 at a final contract cost of $38,703.76. A time extension has been approved in the amount of 7 days leaving 22 days assessment of liquidated damages at $50 per day being reflected in final cost.

The structure was measured to be 28' wide curb-to-curb with 32' between parapet rail faces. The concrete curb measured 9" high and 2' wide. These measurements indicate substantial conformance with plan dimensions.

Laboratory reports contained in the project file indicate that all materials incorporated into the contract portion of this project comply with the specification requirements.

Work performed by county forces was completed in March 1966 at a final cost of $2,073.66, including temporary work. All materials incorporated into this project by the county were obtained from locally available borrow sources or from county maintenance stock. and are considered satisfactory for incorporation into the work.

All work performed in the restoration of this facility has been conducted in accordance with good engineering and construction practice and has resulted in a facility of considerable higher standard than that existing prior to the flood. The structure and approaches now conform to the construction standards being utilized in all repair work on the remainder of this route.

Acceptance of this project is recommended.

12/15/66
Copies to
Young
Pettham
Cox
Dunn
2P

RECEIVED
DEC 13 1966
C. T.
STATE HIGHWAY ...

RECEIVED
MAY 13 1966

EA 187(3)

1686

May 13, 1966

Hartford Accident & Indemnity Company
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

A post-final payment for $350 will be made to T and M Construction Company on Contract No. 6686 for construction of the Burk Creek Bridge on Bear Flat Road (FAS 852) in Lake County, as soon as the warrant is prepared.

The total amount paid on this contract will be $38,703.76 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc T & M Construction Company
838 Plymouth Drive
Salem, Oregon

Cushing Insurance
P. O. Box 7215
Salem, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
MAY 11 1966
FOR FILING

ER-187(2)
6684

May 10, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed December 29, 1965, on Contract No. 6684. The contract was with T & H Construction Co. and was for construction of the Bank Creek Bridge on Bear Flat Road (FAS 852) in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 10, 1966, and that you concur in this procedure at the Commission meeting on June 2.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. M. Young
Ivan Merchant
F. D. Morgan
C. H. Maleen
J. F. Putnam

bg

RECEIVED
MAY 18 1966
FOR FILING
ER-187(4)
6682

April 25, 1966

T and M Construction Company
838 Plymouth Drive, N. E.
Salem, Oregon

#2

Gentlemen:

The State Highway Commission at its meeting on April 21 considered your request for an extension of time on Contract No. 6686 for the Buck Creek Bridge on Bear Flat Road (FAS 852) in Lake County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an extension of time of seven calendar days without assessment of liquidated damages.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc J. F. Putnam
E. J. Dunn
L. H. Young
I. D. Merchant
C. H. Maleen
Bureau of Public Roads

FORM CD-121 (9-22-39)
(PRES. BY A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

E Edwards

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 18, 1966

08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-187(2)
Buck Creek Bridge
Request for extension of contract time

This office concurs in the recommended 7-day extension of contract time on the subject project based on the reasons set forth in Mr. Edwards letter of March 1, 1966.

The extension of the specified completion date to December 7, 1965 will leave a balance of 23 days chargeable to liquidated damages.

Copy to Merchant

NOTED
JOHN EDWARDS
RECEIVED
MAR 22 1966
OFFICE OF
STATE HIGHWAY ENGR.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 23 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

U.S. FOREST
APR 1 - 1966
FOR FILING
ER-181(2)
6646

April 1, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 2
April 21, 1966 meeting

Gentlemen:

T & K Construction Company, contractor on the Buck Creek Bridge on Bear Flat Road, FAS 852, in Lake County, Contract 6646, has requested that the specified completion date of November 30, 1965, be advanced to the actual completion date of December 30, 1965, without assessment of liquidated damages.

The contractor claims that foundation information shown on the plans for Bent No. 2 did not coincide with the actual conditions encountered, thus causing him a delay in completing the work. This is not a reason within the language of the contract specifications for granting an extension of time.

Contract plans required the placement of a blanket of riprap on the stream banks in the vicinity of the bridge. This work was to be done by the County. At the State's request, the contractor delayed placing the prestressed slabs that form the bridge deck until Lake County could place the riprap. This caused a delay of seven days to the contractor's overall operations.

The contractor was delayed by conditions beyond his control and I recommend that he be granted an extension of time of seven calendar days without assessment of liquidated damages and that he be assessed liquidated damages for the remaining time. This amounts to an assessment of 23 days liquidated damages at $50 or $1,150.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison
J. F. Putnam

CAG:jf bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6686 Contractor T & H Construction

Highway Bear Flat Road, FAS 852

Section Buck Creek Bridge (No. 9462)

Kind of Work Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend contractor be granted 7 days additional time without assessment of liquidated damages because of delay occasioned by County placing riprap within contractor's construction area. Balance of time is 23 days. Contractor is to be assessed liquidated damages.

Recommended for Approval:

J. H. Gaston
Division Engineer

Ivan V. Muehaupt
Construction Engineer or Bridge Engineer

dest
State Highway Engineer

Contract No.	6686
Project designation	FR-187 (2)
	State-Federal
Date awarded	August 18, 1965
Work started	September 2, 1965
Per cent completed	December 29, 1965
	Date
No. of Workdays Allowed	105
No. of Workdays Used	126
No. of Added Workdays Requested	

SP*6200-734

E-220 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 11-29, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 105 days to 126 days, within which to complete our Contract No. 6686, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: We feel that the core drillings on Unit No #2 were not according to plans, therefore we encountered more work on Unit No #2 footing than we anticipated.

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
DEC 2 1965
FILE:

Respectfully submitted,

T + M Const. Co
Contractor

By Lee McIntosh

CONSENT OF SURETY

Date 11-29, 1965

We, [illegible] State of Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

HARTFORD ACCIDENT AND INDEMNITY COMPANY
Attorney-in-fact

BY L H Gentry
ATTORNEY IN FACT
Resident Agent

(SEAL)

L H Gentry

RECEIVED
MAR 7 - 1966
FOR FILING

ER-187 (2)
6686

March 4, 1966

MISC. CONTRACTS and AGREEMENTS No. 2879

ER-187 (2)
Lake County Court
Courthouse
Lakeview, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a Finance Agreement covering the Buck Creek Bridge Section of FAS 852 in Lake County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
MAR 3 - 1966
FOR FILING
ER-187(2)
6686

March 2, 1966

Silver Lake Shell Service
Silver Lake
Oregon

Attention: S. E. Aldridge

Gentlemen:

This is to acknowledge receipt of your letter of February 19 addressed to the attention of Mr. Putnam our Division Engineer at Bend. You state that T & M Construction Company owes you $85.00 for a heater.

This appears to be in reference to the T & M Construction Company Contract No. 6686 for structure on the Buck Creek Bridge Section of the Bear Flat Road (FAS 852) in Lake County. This contract was completed December 29, 1965, but has not yet been accepted by the Highway Commission.

The Hartford Accident and Indemnity Company through Cushing Insurance, P. O. Box 7215, Salem, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it. The State does not make payment of claims but looks to the prime contractor and surety for such payment.

If you wish to protect your claim under the bond the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon law outlining the filing procedure.

This information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
Attachments
cc: Hartford Accident and Indemnity Company
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Mr. Jackson
Mr. Simpson
Mr. J. F. Putnam

Cushing Insurance
P. O. Box 7215
Salem, Oregon

T & M Construction Company
838 Plymouth Drive
Salem, Oregon

NOTED ON CARD
Jan

STATEMENT

SILVER LAKE OREGON, 2/19 1966

Ms Putman

IN ACCOUNT WITH

SILVER LAKE SHELL SERVICE

TIRES - BATTERIES - TOWING
WELDING AND ACCESSORIES
PHONE 576-2177

Dear Sir
The T & M Const. Co. left here the 1st of Jan owing me for a heater. I have billed them the 1st of Jan & again the 1st of Feb
The bill is $95.00.
I want to have you hold this on their bond.
I understand the Standard Oil, (Earl Comm) & the Silver Lake Garage are doing the same.
Thanks.
S. E. Aldridge

KAESER, CINCINNATI 2, OHIO

RECEIVED
MAR 2 - 1966
FOR FILING
EK-187(2)
6686

March 1, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Buck Creek Bridge
Contract No. 6686
FAP No. ER-187(2)

Dear Sir:

The specified completion date for work on this contract was November 30, 1965. The work was actually completed December 30, 1965. The contractor has requested that he be granted an extension of time to the actual completion date without assessment of liquidated damages. The contractor's stated reason is that foundation information shown on the plans for Bent No. 2 did not coincide with the actual conditions encountered, thus causing him a delay in completing the work.

The contractor's stated reason is not a reason within the language of the contract specifications for granting an extension of time without assessment of liquidated damages and no consideration is to be given to this reason.

Contract plans required the placement of a blanket of riprap on the stream banks in the vicinity of the bridge. This work was to be done by the County. At the State's request, the contractor delayed placing the prestressed slabs that form the bridge deck until Lake County could place the riprap. This caused a delay of seven days to the contractor's overall operations.

Because the contractor was delayed by conditions beyond his control, I propose to recommend to the Highway Commission that he be granted an extension of time of

seven calendar days without assessment of liquidated damages and that he be assessed liquidated damages for the remaining time.

May I have your concurrence in this recommendation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant

CAG:jf jwa

RECEIVED
MAR 1 - 1966
FOR FILING

ER-187(2)

6686

February 28, 1966

Mountain Equipment Company
P. O. Box 1244
Bend, Oregon 97701

Gentlemen:

Mr. J. F. Putnam our Division Engineer at Bend has forwarded to us your statement to T & M Construction Company, listing a past due account in the amount of $41.25.

This appears to be in reference to the T & M Construction Company Contract No. 6686 for structure on the Buck Creek Bridge Section of the Bear Flat Road (FAS 852) in Lake County. This contract was completed December 29, 1965, but has not yet been accepted by the Highway Commission.

The Hartford Accident and Indemnity Company through Cushing Insurance, P. O. Box 7215, Salem, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Law outlining the filing procedure. A claim may be filed at any time.

This information will be noted in our records and we will advise the surety and the contractor of this claim.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
Attachments
cc: Hartford Accident and Indemnity Company
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Mr. Jackson
Mr. Simpson
Mr. J. F. Putnam

Cushing Insurance
P. O. Box 7215
Salem, Oregon

T & M Construction Company
838 Plymouth Drive
Salem, Oregon

NOTED ON CARD
Jan

U. S. Highway 97 N.
Post Office Box 1244
Bend, Oregon 97701
Telephone 382-2183

MOUNTAIN EQUIPMENT COMPANY

Supplies for logging / welding / mills / industry

- T & M Construction
- 838 Plymouth Drive
- Salem, Oregon.

February 21, 19 66

	PAST DUE ACCOUNT					41	25

Interest at 6 per cent per annum will be charged on all accounts 30 days or more past due.

FORM S-123X BOH 7-65

RECEIVED
MAR 18 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. SIMPSON, MEMBER
PORTLAND

FILED
MAR 18 1966
TOM McCALL
SECRETARY OF STATE

FR 1X7(2)
T.T.T.

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 25, 1966

Silver Lake Garage
Silver Lake
Oregon 97638

Attention: Burton K. Brown

Gentlemen:

This is to acknowledge receipt of your letter of February 21 addressed to J. F. Putnam at Bend stating that T & M Construction Company owes you $279.53 for equipment repairs.

This appears to be in reference to the T & M Construction Company, Contract No. 6666, for structure on the Buck Creek Bridge Section of the Bear Flat Road (FAS 852) in Lake County. This contract was completed December 29, 1965, but has not yet been accepted by the State Highway Commission.

The Hartford Accident and Indemnity Company through Cushing Insurance, P. O. Box 7215, Salem, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it. We will advise the surety and the contractor of the receipt of your letter and we will also send your claim letter to the Secretary of State for filing.

Please let us know when this claim has been paid so that we can clear our records.

File No. 4158

FILED

RECEIVED
MAR 31 1966
TOM McCALL
SECRETARY OF STATE

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
cc: Hartford Accident and Indemnity Company
Surety Department
1620 Eastlake Avenue East
Seattle, Washington 98102

Cushing Insurance
P. O. Box 7215
Salem, Oregon

T & M Construction Company
838 Plymouth Drive
Salem, Oregon

Mr. Jackson
Mr. Simpson
Mr. J. F. Putnam
The Hon. Tom McCall
(P. S. Please acknowledge receipt on the enclosed copy of this letter.)

RECEIVED
MAR 31 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
Jan

SILVER LAKE GARAGE
SILVER LAKE, OREGON 97638

Feb 21 1966

RECEIVED
DIVISION IV BEND
FEB 23 1966
☐ DE ☑ ☐ ☐ ☐ DOE
Assigned
Action

Mr. J. L. Putnam
Res. Engineer
Ore. State Hiway Dept.
Bend, Ore.

Dear Sir:

This is to inform you of the difficulty we are having in collecting a bill from T. & M. Construction Co., who build the Buck Creek bridge and completed the job about the first of the year.

They owe us the amount of $279.53, which is for supplies used, welding and repairs done for them, parts for their machinery, etc. This dates back to October 1965. In addition, they borrowed welding equipment from me, which I have not been able to get them to return. They have been billed the first of every month and in addition I have contacted them by phone.

I understand they have paid few if any bills that they left outstanding here in Silver Lake.

You were referred to me by a Mrs. Si Cox, of the State Hiway Dept. in Salem.

We would appreciate any help you could give us in this matter.

Thank you very much.

Yours truly
Silver Lake Garage
Dexter E. Brown

RECEIVED
MAR 1 - 1966
FOR FILING

ER-187 (2)

6686

February 25, 1966

Silver Lake Mercantile
P. O. Box 7
Silver Lake, Oregon 97638

Gentlemen:

This is to acknowledge receipt of your letter of February 20 addressed to the attention of Mr. J. F. Putnam, Division Engineer at Bend, stating that T & M Construction Company owes you for merchandise in the amount of $72.17.

This appears to be in connection with the T & M Construction Company Contract No. 6686 for structure on the Buck Creek Bridge Section of the Bear Flat Road (FAS 652) in Lake County. This contract was completed December 29, 1965, but has not yet been accepted by the State Highway Commission.

The Hartford Accident and Indemnity Company through Cushing Insurance, P. O. Box 7215, Salem, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. A claim may be filed at any time. Attached are excerpts from the Oregon Law outlining the filing procedure.

In the interim this information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
Attachments
cc: Hartford Accident and Indemnity Company
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Cushing Insurance
P. O. Box 7215
Salem, Oregon

T & M Construction Company
838 Plymouth Drive
Salem, Oregon

Mr. Jackson
Mr. Simpson
Mr. J. F. Putnam

NOTED ON CARD

STATEMENT

Silver Lake Mercantile

P.O. BOX 7 SILVER LAKE, OREGON 97638 Phone 576-2131

Date 12/20/66

T & M. Construction

Salem, Oregon

DATE		DEBIT	CREDIT	BALANCE
Dec 15/65	3-5/8 plywood @ 6.95 ea	20 85		20 85
	Nail supplies	73		21 58
12/16	1-Thermister	88		22 46
12/17	1-Battery	1 29		23 75
12/17	7-sack Cement 200 pc	14 00		37 75
12/21	1- Light	3 05		40 80
12/22	paint roller	3 19		43 99
12/22	paint brush	1 29		45 28
12/22	paint roller	99		46 27
12/29	" roller	50		46 77
12/22	shingles	3 95		50 72
12/21	Valley & Stud	3 00		53 72
Nov 30	Lumber Bill	18 45		72 17

FORM B-182X 50M 7-65

RECEIVED
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
MAR 18 1966
FILING

Ex. 127 (2)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 25, 1966

Mr. Earl E. Corum
Silver Lake
Oregon

Dear Mr. Corum:

This will acknowledge receipt of your letter of February 18 addressed to the attention of J. F. Putnam at Bend stating that T & M Construction Company owes you $104.80 for gasoline and fuel oil used in the construction of the Buck Creek Bridge.

From the description given, it appears that the contract to which you refer is our Contract No. 6686 awarded to T & M Construction Company for structure on the Buck Creek Bridge Section of the Bear Flat Road (FAS 852) in Lake County.

The Hartford Accident and Indemnity Company through Cushing Insurance, P. O. Box 7215, Salem, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it. We will advise them that your letter has been received and we will also file your claim letter with the Secretary of State.

When your claim has been paid, please let us know so that we can clear our records.

File 4159

FILED

RECEIVED
MAR 3 1966
TOM McCALL
SECRETARY OF STATE

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
cc: Hartford Accident and Indemnity Company
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Cushing Insurance
P. O. Box 7215
Salem, Oregon

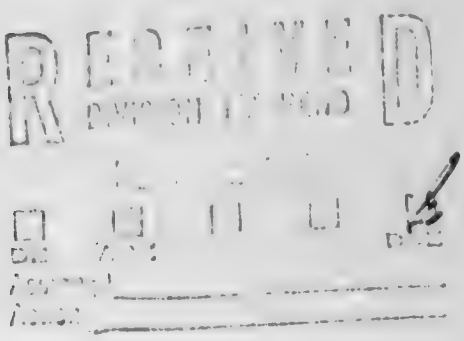
T & M Construction Company
836 Plymouth Drive
Salem, Oregon

Mr. Jackson
Mr. Simpson
Mr. J. F. Putnam
The Hon. Tom McCall ✓
(P. S. Please acknowledge receipt on the enclosed copy of this letter.)

RECEIVED
MAR 3 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
Jan

Silver Lake, Oregon
February 18, 1966



Oregon State Highway Department
Bend, Oregon

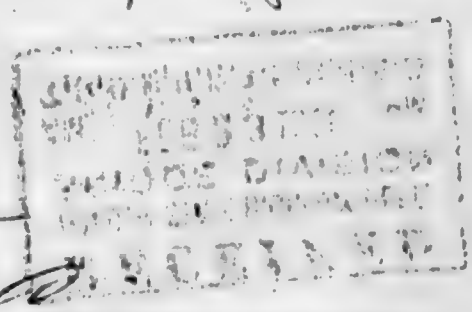
Att. J. F. Putnam
Division Engineer

Dear Sir:

T. & M. Construction Co., Salem, Oregon, who Contracted the Buck Creek Bridge, Silver Lake Oregon, Left owing me $104.80 for gasoline and fuel Oil used in Construction of this bridge.

I have made several attempts to Collect this, but have received no replies from them.

I would appreciate any help that you Can give me.



Thank you

Earl E. Conner

FORM R-188X 9ON 7-65
MAY 17 1966

COMMISSIONERS
GEORGE JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 11, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on Dec. 29, 1965, on Contract No. 6686, Buck Creek Bridge Section, in Lake County, in connection with Federal-Aid Project No. ER-187(2).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office

Bureau of Public Roads
Oregon Division Office Endorsement Date: 5-9-66

Conditions noted on above date: The contract work on this project was accepted by Lake County on 1-27-66 following an inspection by Mr. Partin, County Road Superintendent. The contract work is accepted on the basis of county acceptance subject to confirmation by Public Roads final inspection of all work covered by this project.

A. W. Parsons
Division Engineer

By: J. H. Girvin
Acting District Engineer

CTC:

RECEIVED
MAY 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Refd to Young 5-12-66

FORM E-1233 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

Bend, Oregon
December 20, 1965

F 15 752
Lake Co

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
[illegible] CARWELL

SUBJECT: OSHD Gravel Pit
Adj. East at MP 45.95
Fremont Highway

IR-1-1491 (10.44 Acres)

TO: Judge C. W. Ogle
Courthouse
Lakeview, Oregon

On Friday December 17, 1965, an inspection of the above mentioned material sour:e was made by Commissioner J. D. Corum, Mr. Everett Larson, and our Division Geologist, Elliott Parker.

Mr. Parker reported that the gravel appears to be suitable for use as "pit run base" on the proposed Lake County FAS project (Buck Creek Bridge - Fremont Highway Section).

In view of the logging traffic over this route, it will be necessary for the county to place eighteen inches (18") of "pit run gravel" to meet the base rock requirement for the project. It is recommended that the county plan for a finished road bed width of 30' and a subgrade width of 42' in order to allow room for placing the 18" of base, 2" of leveling course, and an O-11 oil mat.

Permission is hereby granted for Lake County forces to remove an estimated 40,000 cubic yards of base material under the following conditions:

1. Strippings will be disposed of as subgrade material for building up shoulders on the project, placed in a "worked out" portion of the pit (where gravels have been "bottomed" and all suitable material removed) or to some part of the property designated by our representative.

2. Notify the Division office in Bend prior to "pit operation" so that a representative from the OSHD may instruct your foreman as to the above provisions.

3. Avoid disturbance of the "loosened material" now in the northwest corner of the pit.

RECEIVED
DEC 21 1965
ENGINEER
COUNTY & CITY DIVISION

James F. Putnam
Division Engineer

Elliott Parker

by Elliott Parker
Division Geologist

NOTED
V. R. JONES

ep:EP

RECEIVED
NOV 16 1965
FOR FILING

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 5-5

PROJECT REPORT NO. ER-187(2) 6685

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

10-20-65

STATE: Oregon

COUNTY: Lake

PROJECT NO.: ER-187(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Bear Flat County Road Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	5-20-65	0.017
RIGHTS-OF-WAY		
CONSTRUCTION	6-28-65	0.017
OTHER *(Specify)*		

FUNDS — Pro Rata 63.457%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 47,684.	$ 30,254.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lobre

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer OCT 20 1965

USCOMM-DC 8908-P64

Oregon State Highway Department

Federal Aid
Project No. BR-187(2)

BEAR FLAT COUNTY ROAD FAS ROUTE

852 IN LAKE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 8, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code 2080
Buck Creek Bridge (9462)(Sta. 105+56 to Sta. 106+46)(Contract No. 6686)

Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation	240 cu.yd.	8.00	1,920.00
Structural Excavation Below Elevation Shown	20 cu.yd.	3.00	60.00
Furnish 10 HP 42 Steel Piling	200 lin.ft.	5.00	1,000.00
Drive Steel Piles	8 only	100.00	800.00
Splice Steel Piles	2 only	25.00	50.00
Class "A" Concrete (144 c.y. @ $125.00)	All Required		13,980.00
3' x 25' to 30' Prestressed Slabs	3 only	490.00	1,470.00
4' x 25' to 30' Prestressed Slabs	6 only	590.00	3,540.00
3' x 30' to 35' Prestressed Slabs	6 only	490.00	2,940.00
4' x 30' to 35' Prestressed Slabs	12 only	590.00	7,080.00
Metal Reinforcement (22,800 lbs. @ 10¢)	All Required		3,000.00
		Subtotal	$40,440.00
	10% Engr. & Cont.		4,044.00
		Total	$44,484.00

Length of Structure - - - - - - - - - - 0.017 mile

Type Code 2010
County Force Work (MP 43.0 to MP 46.5)

County, Labor, Equipment and Material	All Required		$ 2,000.00
		Subtotal	$ 2,000.00
	10% Engr. & Cont.		200.00
		Total	$ 2,200.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 183.00	$ 183.00
Structure	44,484.00	28,224.00	8,130.00	8,130.00
County Force Work	2,200.00	1,396.00	402.00	402.00
Total	$47,684.00	$30,254.00	$8,715.00	$8,715.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 519-1043

G r r - 1 - A 11

Oregon State Highway Department

Federal-Aid
Project No. ER-187(2)

BEAR FLAT COUNTY ROAD FAS ROUTE

852 IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 13, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code X080
Buck Creek Bridge (9462) (Sta. 105+56 to Sta. 106+46)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	240 cu.yd.	8.00	1,920.00
Structural Excavation Below Elevations Shown	20 cu.yd.	10.00	200.00
Furnish 10 BP 42 Steel Piling	200 lin.ft.	6.00	1,200.00
Drive Steel Piles	8 only	150.00	1,200.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete (144 cu.yd. at $125.00)	All Required		18,000.00
3' x 25' to 30' Prestressed Slabs	3 only	550.00	1,650.00
4' x 25' to 30' Prestressed Slabs	6 only	600.00	3,600.00
3' x 30' to 35' Prestressed Slabs	6 only	550.00	3,300.00
4' x 30' to 35' Prestressed Slabs	12 only	600.00	7,200.00
Metal Reinforcement (22,800 lbs. at.18)	All Required		4,104.00
	Subtotal		44,474.00
	10% Engr. & Cont.		4,447.00
			48,921.00

Length of Structure - - - - - - - - - - - - - - - 0.017 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 1,000.00	$ 403.00	$ 183.00	$ 414.00
Structure	48,921.00	19,728.00	8,940.50	20,252.50
	$49,921.00	$20,131.00*	$9,123.50	$20,666.50

WORK RETAINED IN AUTHORIZED STATUS

Description	Total Cost	Federal Funds	State Funds	County Funds
Temporary and permanent work not covered by this contract	$2,000.00	$807.00*	$365.50	$827.50

* Federal Funds will be increased to full pro rata when and if additional funds become available.

Oregon State Highway Department

Federal-Aid
Project No. ER-187(2)

BUCK CREEK BRIDGE

PRESTRESSED SLAB QUANTITIES

3' x 25' to 30' Prestressed Slabs

Overhead	All Required		$	100.00
Class "AA" Concrete	3.8 cu.yd.	78.00		296.40
Metal Reinforcement	190 lbs.	0.12		22.80
Prestress Wire	180 lbs.	0.40		72.00
			$	491.20
	Use		$	550.00

4' x 25' to 30' Prestressed Slabs

Overhead	All Required		$	75.00
Class "AA" Concrete	5.1 cu.yd.	78.00		397.80
Metal Reinforcement	270 lbs.	0.12		32.40
Prestress Wire	250 lbs.	0.40		100.00
			$	605.20
	Use		$	600.00

3' x 30' to 35' Prestressed Slabs

Overhead	All Required		$	100.00
Class "AA" Concrete	3.8 cu.yd.	78.00		296.40
Metal Reinforcement	190 lbs.	0.12		22.80
Prestress Wire	180 lbs.	0.40		72.00
			$	491.20
	Use		$	550.00

4' x 30' to 35' Prestressed Slabs

Overhead	All Required		$	75.00
Class "AA" Concrete	5.1 cu.yd.	78.00		397.80
Metal Reinforcement	270 lbs.	0.12		32.40
Prestress Wire	250 lbs.	0.40		100.00
			$	605.20
	Use		$	600.00

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Buck Creek Bridge	WEEK ENDING: October 2, 1965
		SECTION PREFIX: 519-1043
	HIGHWAY: Bear Flat Road FAS 852	COUNTY: Lake
NAME OF JOB: Buck Creek Bridge	KIND OF WORK: Structure	
CONTRACTOR: T & M Construction	CONTRACT NUMBER: 6686	FEDERAL AID PROJECT NUMBER: ER-187(2)
DATE OF CONTRACT: August 18, 1965	DATE WORK STARTED: September 2, 1965	ESTIMATED COMPLETION DATE: November 30, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: November 30, 1965	PERCENT OF TIME ELAPSED: 46
PROJECT AUTHORIZATION: $ 45,495.00	ENGINEERING AUTHORIZATION: $ 3,235.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 2
EXCLUSIVE OF ENGINEERING: $ 42,259.80	ENGINEERING COST TO DATE: $ 800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 2
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 42,259.80		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT OVERRUN / UNDERRUN: ____ %	PERCENT OF AUTHORIZATION: 25 %	1-11-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
None	None	None	None	None	None		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

2-3" water pumps
1 Lorain 20 ton truck crane

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear			Routing
TUESDAY	Clear			Morgan, Decker, Bond, Barbee, Walker, Clem, Swede
WEDNESDAY	Clear			
THURSDAY	Clear			
FRIDAY	Clear			
SATURDAY				

RECEIVED
OCT 4 1965
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Started to ~~rm~~ pull and redrive sheet piling.
TUESDAY	Continued to drive sheet piling in an effort to rebuild the cofferdam.
WEDNESDAY	Drive sheet piling
THURSDAY	Drive sheet piling
FRIDAY	Drive sheet piling and ~~start~~ resume excavation for the footing at Bt. 2
SATURDAY	

REMARKS

Status: Excavation in progress at Bt. 2

Next Week: Continue excavation at Bt. 2

cc: BPR
Bridge
A C Harwood

A C Harwood, Res Br Engr by

E. J. Dunn BY Arthur Hamilton

SIGNED E J Dunn, Res Engr LOCATION Lakeview

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

477 Cottage Street, NE
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 29, 1965

08-35.DB

Original signed by
T. Dec

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Project ER-187(2)
Buck Creek Bridge Section
Bear Flat Road (FAS 852)

We hereby approve county force account procedures as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated restoration work made necessary by flood damage on the subject project. Use of county forces was considered to have been in the public interest in accordance with FPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed county resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's September 13, 1965 letter are approved. Established county rental rates must be supported by accounting records or, if not available, the alternative rates approved by this office on August 19 and September 23, 1965 may be used. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 3.5 miles of roadway at a total estimated county force account work cost of $1,350.00. Estimated emergency fund participation is to be at the regular pro-rata share, or $886.00.

A finding regarding non-incidental permanent repairs on the project by county forces was previously transmitted on June 18, 1965. We concurred in the contract award for the Buck Creek Bridge on September 1, 1965.

RECEIVED
OCT - 5 1965
ENGINEER
COUNTY & CITY DIVISION

STATE COPY

Oregon State Highway Department

Federal Aid
Project No. BR-187(2)

BEAR FLAT COUNTY ROAD FAS ROUTE

652 IN LAKE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 8, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code 2010
Buck Creek Bridge (9462)(Sta. 105+56 to Sta. 106+46)(Contract No. 6686)

Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation	240 cu.yd.	8.00	1,920.00
Structural Excavation Below Elevation Shown	20 cu.yd.	3.00	60.00
Furnish 10 BP 42 Steel Piling	200 lin.ft.	5.00	1,000.00
Drive Steel Piles	8 only	100.00	800.00
Splice Steel Piles	2 only	25.00	50.00
Class "A" Concrete (144 c.y. @ $125.00)	All Required		13,500.00
3' x 25' to 30' Prestressed Slabs	3 only	490.00	1,470.00
4' x 25' to 30' Prestressed Slabs	6 only	590.00	3,540.00
3' x 30' to 35' Prestressed Slabs	6 only	490.00	2,940.00
4' x 30' to 35' Prestressed Slabs	12 only	590.00	7,080.00
Metal Reinforcement (22,800 lbs. @ 13¢)	All Required		3,000.00
		Subtotal	$40,440.00
	10% Engr. & Cont.		4,044.00
		Total	$44,484.00

Length of Structure - - - - - - - - - - 0.017 mile

Type Code 2010
County Force Work (MP 43.0 to MP 46.5)

County, Labor, Equipment and Material	All Required		$ 2,000.00
		Subtotal	$ 2,000.00
	10% Engr. & Cont.		200.00
		Total	$ 2,200.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 183.00	$ 183.00
Structure	44,484.00	28,224.00	8,130.00	8,130.00
County Force Work	2,200.00	1,396.00	402.00	402.00
Total	$47,684.00	$30,254.00	$8,715.00	$8,715.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 519-1043

RECEIVED
SEP 7 - 1965
FOR FILING

Form CD-121 (1-1-43) (Supersedes A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-187(2)

TO : Mr. Forrest Cooper, State Highway Engineer
6686 Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 1, 1965

In reply refer to: 08-35.2-EC

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-187(2)
Buck Creek Bridge
Structure

As requested in Mr. Young's letter of August 27, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of August 18, 1965 in the award of contract No. 6686 to T & M Construction Co., of Salem, Oregon, low bidder in the amount of $40,440.00 at the August 10, 1965 bid opening.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
9-3-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

..IGHWAY DEPARTMENT INVOICE

NO. 85413

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-19-65	CC 953		519-1013-297

- Lake County
- Courthouse
- Lakeview, Oregon

Attn County Court

NOTED
...ON HARWELL

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			9,100.00
Partial transfer of advance deposit for the Hack Creek Bridge, FAS 852, covered by agreement dated April 20, 1965.			6,100.00
To be retained			3,000.00

RECEIVED
AUG 20 1965
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

NOTED
H. S. COX

NOTED
DON HARWELL

August 11, 1965

Lake County Court
Courthouse
Lakeview, Oregon

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Gentlemen:

On August 10, a satisfactory bid was received from the T & M Construction Company of Salem for constructing the Buck Creek Bridge Section of FAS 852. As per the agreement between state and county, the following advance deposit is required from the county prior to awarding of a contract.

Bid Items	$40,440.00
12-1/2% Engineering & Contingencies	5,055.00
Estimated Total Cost.....	$45,495.00

County Advance Deposit:

20% of $45,495.00 = $9,099.00 or say $ 9,100.00

Please make this advance deposit in the amount of $9,100 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
RICHARD UNREIN

Verne R. Jones
Planning Engineer

VRJ:mm

NOTED
V. R JONES

RECEIVED
SEP 20 1965
FOR FILING

ER-187(2)

6686

August 18, 1965

T and H Construction Co.
838 Plymouth Drive NE
Salem, Oregon

Gentlemen:

The State Highway Commission on August 17, 1965, accepted your proposal for work on the Rock Creek Bridge on the Bear Flat Road in Lake County for the sum of $40,440 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6686.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
AUG 27 1965
FOR FILING
ER-187(2)
6686

Salem, Oregon
August 6, 1965

MISC. CONTRACTS and AGREEMENTS No. 2829

Finance-Construction Agreement
Buck Creek Bridge
ER-187 (2), FAS 852
Lake County

H. S. Cox
County & City Engineer
BUILDING

Attention: D. N. Harwell
Office Engineer
County & City Division

Attached is a conformed copy of an agreement between Lake County and the State Highway Commission covering the above-named subject.

A fully executed copy of the agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Courthouse of Lake County.

Secretary

bb
Attach: 1

RECEIVED
JUN 21 1965
ENGINEER
COUNTY & CITY DIVISION

ER

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

June 18, 1965

Original signed by
M. E. Martin
Dist. Engineer
08-35.4-58

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project ER-187(2)
FAS 852, Buck Creek Sec.-Bear Flat Road
County Force Order No. 4

Mr. Young's letter of June 3, 1965 furnished copies of subject County Force Order covering permanent restoration of facilities covered under the subject ER project. This letter ratifies in writing our May 27, 1965 tentative oral advance approval of the proposed work.

We have approved the use of County force account procedures in accordance with FPM 21-6.2 by use of labor, materials and equipment furnished by the County and under its direct control for the reasons outlined in Mr. Young's letter as well as those enumerated below, and in the estimated amount of $850.00 with Federal participation of $510.00.

(1) The county has sufficient equipment available of a type suitable to perform the prescribed work in an expeditious manner.

(2) The project involves only local materials available in sufficient quantity or aggregate in stock or obtainable without delay from commercial sources and ready for placement by County personnel.

This county force order was inadvertently submitted under Project ER-187(1) and it is recommended that your records be corrected to indicate the proper project number. Reference is made to Mr. Young's letter of transmittal of CFO's No. 1 thru 4 on ER-187(1).

County equipment rental rates will be according to a schedule that has not been previously approved by this office for use on force account work and must be supported by accounting records. Participation will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date MAY 7 1965 /s/ M.E. Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 4

F. A. Project No. ER-187(2) Date April 16, 1965

Highway FAS 852

County Lake Prefix _____ Account No. _____

Description of Work To Be Done:

Connections for Buck Creek Bridge which will be under a State Highway Department contract. ~~46.36~~

Embankment in place.
Crushed stone surfacing.

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date _____
Title _____
U.S. Bureau of Public Roads

Estimate of Quantities and Costs:

Labor (all required)	$100.00
Equipment (all required)	150.00
Material (all required)	600.00
Total...	$850.00

Explanation:

County forces are better qualified to do the work on this small isolated section.

Submitted by: Clifford Pantin
ROADMASTER

Approved: _____

E.R. PROJECT
FAS - 852

LAKE COUNTY

FAS SYSTEM

Scale 0 4 8 MI. Oct. 1963

- LEGEND -

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

4-8-65

LAKE COUNTY
PROPOSED 1964 FLOOD DAMAGE PROJECTS, ER FUNDS

FAS 406, Adel-Plush County Road, M.P. 1.6 to 17.6: Replace culverts, restore roadbed and wearing surface, and construct 16' timber structure (a 48" CMP has been placed as a temporary measure until timber structure can be constructed), $6,600.

Intermittent washouts of roadway and culverts and timber bridge at M.P. 14.6 destroyed by flood waters. All repair work by county forces.

FAS 407, Tunnel Hill County Road, M.P. 3.5 to 15.1: Restore roadway, shoulders, and bituminous wearing surface, $17,000.

Intermittent washouts of roadway and shoulders. Restoration by county forces.

FAS 408, West Side County Road, M.P. 4.36 to 4.46: Restore washed out shoulders, $200.

Flood waters from Cottonwood Creek eroded shoulders. Restoration by county forces.

FAS 411, Thomas Creek County Road, M.P. 3.95 to 4.05: Replace washed out shoulders, rock surfacing, $450.

Flood waters in lowland area eroded shoulders and wearing surface. Restoration by county forces.

FAS 807, Plush Cut-off County Road, M.P. 0.00 to 18.10: Replace roadway, rock surface, and bituminous surface, $17,000.

Flood waters washed out intermittent sections of roadway and shoulders. Restoration by county forces.

FAS 902, Twentymile County Road, M.P. 0.1 to 17.9: Replace three culverts, five short timber structures, and restore roadway, rock and bituminous surface, $34,000.

Washout of culverts, timber bridges, and intermittent sections of roadway and shoulders. Replacement and restoration by county forces.

FAS 852, Bear Flat County Road, M.P. 43.0 to 46.5: Replace shoulders, construct 40'X32' P.T. bridge and approach fills, $33,000.

Buck Creek Bridge and approach fills washed out and shoulders eroded intermittently within project limits. Roadwork to be performed by county forces. Bridge to be replaced by State Highway Department contract. Survey of bridge site will be required.

ER/FAS-C/65-4
4/8/65

RECEIVED
FEB 24 1965
ENGINEER
...TY & CITY DIVIS

BRIDGE PROJECT REQUESTED BY Lake COUNTY Date 2-26-65

Is this to be a County project? * Yes ___ No

Is this to be an FAS-C project? * Yes ___ No E.R

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Buck Creek

   FAS Number 852

2. Name of river or stream Buck Creek

3. Name of bridge Buck Creek

4. Location (Please attach map with location marked):

   Section 22 Township 28 South Range 13 EAST W.M.

5. Desired width of bridge 28 '

6. Are sidewalks desired? ___ Yes * No

7. Width of sidewalks

8. Is sidewalk desired on upstream side of bridge? ___ Yes ___ No

9. Is sidewalk desired on downstream side of bridge? ___ Yes ___ No

10. Does County wish a particular type of bridge design? * Yes ___ No

    If "Yes," explain type desired: ~~Single span, wood laminated beams, wood deck. Also, wood piling.~~ Precost Beam Span 5 in. lm. to Dry Creek Bridge # 8984

11. Will County furnish any materials for bridge? ___ Yes x No

    Explain: The County will not furnish any materials unless the bridge is contracted.

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? X Yes ___ No

13. Will County run survey and furnish vicinity map? ___ Yes x No

14. Will County furnish foundation data? ___ Yes x No

ccr-61-a

*15. Does County wish State Highway Department to make foundation tests at County expense? [redacted] ___No * If necessary

16. Can road be closed during construction? [redacted]Yes ___No

17. Will detour be required? _x_ Yes ___No

18. Will detour be constructed and maintained by County? _x_ Yes ___No

19. Will detour be constructed and maintained by contractor? ___Yes _x_ No

20. Will County construct approaches or connections? _x_ Yes ___No

21. Will contractor construct approaches or connections under contract?

___Yes _x_ No

22. State width of traveled roadway: 20' Width of shoulders: 4'

23. Will additional right-of-way be required? ___Yes _x_ No
NOTE: Right-of-way costs must be paid by County.
No additional right-of-way needed.

24. Will additional right-of-way be acquired by deed ____, resolution____?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___Yes _x_ No

26. Will old bridge remain in place? ___Yes _x_ No

27. Will old bridge be removed by contractor? ___Yes _x_ No

28. Will old bridge be removed by County? _x_ Yes ___No

29. Does County wish old bridge salvaged for future use? ___Yes _x_ No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense?

_x_ Yes ___No

31. Does County wish State Highway Department to advertise and accept bids?

_x_ Yes ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes _x_ No

33. Does County wish complete job of illumination in project? ___Yes _x_ No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes __x__No Size_____

(b) Sanitary sewer mains: ___Yes __x__No Size_____

(c) Storm sewer: ___Yes __x__No Size_____

(d) Gas mains: ___Yes __x__No Size_____

(e) Power lines: ___Yes __x__No

(f) Telephone lines: ___Yes __x__No

(g) Other utilities? None.

35. What is desired date for letting? As soon as possible.

Remarks_____

By Clifford Partin
Clifford Partin, Superintendent
Lake County Road Department

By_____

S-547(1) Rickreall Creek (Fir villa) 1965
Bridge

#6687

CIHA 2878

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (2-64)

HIGHWAY DEPARTMENT INVOICE

NO. 90901

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-27-67	CC 1052		577-1072

Contract 6687 NOTED
8-547(1) H. S. COX

RECEIVED
MAR 28 1967
ENGINEER
COUNTY & CITY DIVISION

Polk County
Courthouse
Dallas, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Attn: Polk County Board of Commissioners

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Rickreall Creek (Fir Villa) Bridge FAS 718, covered by agreement dated 8-4-65.			
County advance deposit		11,300.00	
Less amount previously transferred		7,300.00	
			4,000.00
County share of construction		9,973.06	
Less amount previously transferred		7,300.00	
			2,673.06
To be refunded			1,326.94

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received from Polk County

By _____

NOTED
P. B. Arensmeier

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
JUN 20 1966
FOR FILING
L-547(1)
6687

June 20, 1966

Glens Falls Insurance Company
Cahill Building
San Francisco, California 94104

Gentlemen:

Contract No. 6687 awarded to Ross Bros. Construction, Inc., for construction of the Richreall Creek (Fir Villa) Bridge on the Fir Villa Road (FAS 748) in Polk County was completed on April 21, 1966, and accepted by the Highway Commission on June 16, 1966.

Final payment in the amount of $3,107.20 will be released to the contractor after June 27, 1966. The total contract amount is $50,797.26 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Ross Bros. Construction, Inc.
359 Apple Blossom Avenue, N.
Salem, Oregon 97303

Beuriand Insurance Agency
1980 Fairgrounds Road, N.E.
Salem, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUN 17 1966
FOR FILING
S-547(1)
6687

June 16, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed April 21, 1966, on Contract No. 6687. The contract was with Ross Bros. Construction, Inc., and was for construction of the Rickreall Creek (Fir Villa) Bridge on the Fir Villa Road (FAS748) in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 16, 1966, and that you concur in this procedure at the Commission meeting on July 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
L. H. Young
F. D. Morgan
Ivan Merchant
C. H. Maison
R. D. Asburry

bg fn

RECEIVED
JUN 27 1966
FOR FILING
S-547(1)
6687

#6

June 3, 1966

Ross Bros. Construction Inc.
359 Apple Blossom Avenue, N.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission at its meeting on June 2 considered your request for an extension of time on Contract No. 6687 for the Rickreall Creek (Fir Villa) Bridge on the Fir Villa Road (FAS 748) in Polk County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request by extending the completion date to April 21, 1966.

Very truly yours,

Floyd Ousery, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc R. D. Asburry
Don Beecroft
L. H. Young
Ivan Merchant
C. H. Maison

RECEIVED
MAY 27 1966
FOR FILING
S-547(1)
6611

May 25, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 6
June 2, 1966 meeting

Gentlemen:

Ross Bros. Construction, Inc., contractor on the Rickreall Creek (Fir Villa) Bridge on Fir Villa Road, FAS 748 in Polk County, Contract 6687, has requested that the specified completion date of December 31, 1965, be advanced to the actual completion date of April 21, 1966, without assessment of liquidated damages.

The contractor's request is based on the fact that a stop work order, effective December 28, 1965, and not relinquished until April 18, 1966, prevented him from completing the work within the time specified.

The contractor is correct. All work, except a minor amount of handrail finishing and painting was completed December 28, 1965. Weather conditions at that time were such that good quality finishing and painting work could not be done so the job was shut down. The shutdown was relinquished April 18, 1966, and the contractor returned to the work and completed same on April 21, 1966.

Because the contractor was prevented by conditions beyond his control from completing the work within the time specified, I recommend the requested extension to April 21, 1966, be granted without assessment of liquidated damages.

This matter will be on the agenda for your consideration at the June 2 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
R. D. Asburry

CAG:if bx

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
MAY 16 1966 PM
AM 7,8,9,10,11,12,1,2,3,4,5,6

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6687 Contractor Ross Bros. Construction, Inc.

Highway Fir Villa Road, FAS 748

Section Rickreall Creek (Fir Villa) Bridge

Kind of Work Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED* The reasons for such recommendation are as follows:

A shutdown order was issued on project December 28, 1965, as all work completed except the final finishing and painting of some of the concrete, the performing of which at this time due to weather conditions would not result in an acceptable job, leaving four days until specified completion date. Work order rescinded effective April 18, 1966. Project completed April 21, 1966, using four days, the same amount as left on the project at time of shutdown order.

*To April 21, 1966.

Recommended for Approval:

R. D. Anderson
Division Engineer

Ivan V. Merchant
~~Construction Engineer or~~
Bridge Engineer

Edward
Asst. State Highway Engineer

Contract No. 6687

Project designation S-547(1)
State-Federal

Date awarded August 18, 1965

Work started August 25, 1965

Per cent completed 100%, April 21, 1966
Date

Specified completion date Dec. 31, 1965

~~No. of Workdays Allowed~~

~~No. of Workdays Used~~

Extension requested to Apr. 21, 1966

~~No. of Added Workdays Requested~~

SP*6200-734

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAY 6 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 22, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 12-31-65 days to 4-22-66 days, within which to complete our Contract No. 6687, without the assessment of liquidated damages. The said contract is described as follows:

Construction of Rickreall Creek (Fir Villa) Bridge in Polk County, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Halted work December 28, 1965; Unable to finish painting bridge due to bad weather conditions.....

Respectfully submitted,

Ross Bros. Construction, Inc.
Contractor

By R K Ross

CONSENT OF SURETY

Date April 22, 19 66

We, Glens Falls Insurance Company

.....; as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Earl D Bourland
Attorney-in-fact

(SEAL)

Earl D Bourland
Resident Agent

RECEIVED
MAY 1 - 1966

COUNTY OF POLK
COUNTY COURT
POLK COUNTY COURT HOUSE
DALLAS, OREGON 97338

C. M. BARNHART
Judge

ALLEN A. DUNN
Commissioner

H. B. HILDEBRAND
Commissioner

Telephone 623-8171
Extension 44

RECEIVED
MAY 1 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

S-547(1)

6687

April 29, 1966

Oregon State Highway Commission
Salem, Oregon

Attention: R. D. Asburry,
Division Engineer

Gentlemen:

Final inspection has been made of Fir Villa Bridge, Polk County FAS #748.

The structure appears satisfactory in every detail and Polk County hereby indicates its acceptance.

Very truly yours,
POLK COUNTY COURT

C M Barnhart
Judge

Allen A Dunn
Commissioner

H B Hildebrand
Commissioner

NOTED
FLOYD QUERY

RECEIVED
APR 27 1966
FOR FILE

6641

April 27, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on April 21, 1966, on Contract No. 6687, Hickreall Creek (Fir Villa) Bridge Section, in Polk County, in connection with Federal-Aid Project No. S-547(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

by

L. H. Young
Office Engineer

VG:ak
cc: Mr. H. S. Cox

RECEIVED
SEP 28 1965

STATE COPY

For[illegible]proved; Budget Bureau No. 41-R2089

MONTHLY TRANSMITTAL NO.

FOR FILING

PROJECT REPORT NO.
S-547(1)
6687

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

1-22-65

STATE: Oregon

COUNTY: Polk

PROJECT NO.: S-547(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Rickreall Cr. (Firville) Bridge

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-12-65	0.028
OTHER *(Specify)*		

FUNDS — Pro Rata 63.45%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 55,136.00	$ 34,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lahore

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons
(Division Engineer)

By: L. E. Backlund, Administrative Mgr.

Date executed by Division Engineer SEP 22 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 5905-P64

Oregon State Highway Department

Federal-Aid
Project No. S-547(1)

RICKREALL CR. (FIR VILLA) BRIDGE OF THE FIR VILLA ROAD (FAS748) IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 27, 1965

Type Code K021)
Bridge (Br. #10297A)(Sta. 6+19 to Sta. 7+69)(Contract No. 6687)

Remove old Bridge	All Required		$ 2,000.00
Shoring, Cribbing, etc.	All Required		2,500.00
Structural Excavation	280 cu.yd.	6.00	1,680.00
Structural Excavation, Below Elevation Shown	30 cu.yd.	6.00	180.00
Furnish 10 BP 42 Steel Piling	200 lin.ft.	5.00	1,000.00
Drive Steel Piles	8 only	120.00	960.00
Splice Steel Piles	2 only	25.00	50.00
Class "A" Concrete (409 c.y.)	All Required		30,524.00
Metal Reinforcement (87,800 lbs.)	All Required		11,230.00
	Subtotal		$ 50,124.00
	10% Engr. & Cont.		5,012.00
	Total		$ 55,136.00

Length of Structure - - - - - - - - - - - 0.028 mile

SUMMARY OF FUNDS

Federal - - - - - - - - - - -

RECEIVED
AUG 31 1965
FOR FILING
S-547 (1)
6687

August 30, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 25, 1965, on Contract No. 6687, Rickreall Creek (Fir Villa) Bridge Section, in Polk County, in connection with Federal-Aid Project No. S-547(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HER:cd

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 85412

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-19-65	CC 954		527-1072-297

NOTED
P. B. Arensmeier

Polk County
Courthouse
Dallas, Oregon

NOTED
H. S. COX

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NOTED
DON HARWELL

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Attn: County Court

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			11,300.00
Partial transfer of advance deposit for the Rickreall Creek (Fir Villa) Bridge, FAS 748, covered by agreement dated January 27, 1965.			7,300.00
To be retained			4,000.00

RECEIVED
AUG 20 1965
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

NOTED
V. R. JONES

FAS-C

NOTED
H. S. COX

NOTED
DON HARWELL

August 11, 1965

Polk County Court
Courthouse
Dallas, Oregon

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Gentlemen:

On August 10, a satisfactory bid was received from Ross Brothers of Salem for constructing the Fir Villa Bridge Section of FAS 748. As per the agreement between state and county, the following advance deposit is required from the county prior to awarding of a contract.

Bid Items	$50,124.00
12-1/2% Engineering & Contingencies	6,265.50
Estimated Total Cost.....	$56,389.50

County Advance Deposit:

20% of $56,389.50 = $11,277.90 or say $11,300.00

Please make this advance deposit in the amount of $11,300 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

T & M Construction Company presented the low bid for this project but as they submitted the low bids on three bridges and can only accept two, it will be necessary to award this contract to the second low bidder.

Very truly yours,

H. S. Cox
County and City Division Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

NOTED
R. H. STEIN

NOTED
V. R. JONES

RECEIVED
SEP 20 1965
FOR FILING
S-547(1)
6687

August 16, 1965

Ross Bros. Construction, Inc.
339 Apple Blossom Avenue N.
Salem, Oregon

Gentlemen:

The State Highway Commission on August 17, 1965, accepted your proposal for work on the Hickerall Creek (Fir Vilia) Bridge in Polk County for the sum of $50,144 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6687.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
AUG 27 1965
FOR FILING

S. 547 (1)

6687

MISC. CONTRACTS and AGREEMENTS No. 2878

Salem, Oregon
August 5, 1965

Finance-Construction Agreement
Fir Villa Bridge
S-547 (1), FAS 748
Polk County

H. S. Cox
County & City Engineer
B U I L D IN G

Attention: D. N. Harwell
Office Engineer
County & City Division

Attached is a conformed copy of an agreement between Polk County and the State Highway Commission covering the above-named subject.

A fully executed copy of the agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Courthouse of Polk County.

Secretary

bb
Attach: 1

FORM E-30 SOH 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1965

SUBJECT: Fir Villa Bridge
Project S-547(1)
FAS 748, Polk County

To: Mr. R. N. Chase
Federal Aid Engineer
O F F I C E

Reference is made to Ted Dec's memorandum of July 12 approving the above project with the understanding that justification will be forthcoming for the substandard bridge width.

Based on the existing ADT of 650 the designed width of 28' is sufficient to meet standards for present day traffic and several years in the future. The structure has been designed by the Highway Department in cooperation with the local road officials as evidenced by the Polk County Court's approval of a complete set of plans on June 25, 1965.

One of the conditions of the project is that the county, with its own forces, will construct the approaches to the structure with a 20' bituminous wearing surface and 4' gravel shoulders. Due to the limited right-of-way widths and prohibitive costs of additional right-of-way, and in order to reduce encroachments on adjoining property, the county is unable to construct its adjacent facilities to a top width greater than the proposed 28'. Consequently the Court specifically requested that the structure be designed 28' between curbs so that the structure and the adjacent roadway widths will be uniform.

R. H. Prange
Field Engineer
County and City Division

RHP:mm

Monthly Trans. No. 7-27 thru 7-30

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

July 12, 1965

Original signed by
T. Doc
Eng. Coordinator

08-35.3-EC

A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Doc
Engineering Coordinator

Oregon Federal-aid Secondary Program

Mr. Young's June 28, 1965 letter submitted four projects for inclusion in the subject program. We are approving these Stage 2 construction phase projects effective this date:

Item	Project	Location	Work
935	S-401(2)	Lobster Creek Bridge	1 - Bridge
936	S-BU-47(9)	Antelope Creek-Hadford Sec.	Gr., pave
937	S-547(1)	Fir Villa Bridge	1 - Bridge
938	SB-466(5)	Beaverton-Tualatin Hwy.	1 - Bridge

You are authorized to proceed with actions necessary to advance to completion the physical construction and utility preparatory work provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan except minimum design standards. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards established by AASHO, this office should be notified of such proposed exceptions and reasons thereof.

Item 938, SB-466(5) provides for the construction of an undercrossing structure located within the limits of Item 919, SB-466(4) which was previously approved and authorized. Therefore IM 50-2-65 is applicable only under paragraph B-2, and this work is construed to be providing for the completion of construction, which satisfies this requirement.

Our approval on Item 937, S-547(1) is with the understanding that additional justification will be forthcoming for the substandard bridge width.

This approval provides for an aggregate total of 6.87 miles of construction for a total estimated cost of $2,300,000 of which $1,446,000 is covered as Federal Secondary funds.

RECEIVED
JUL 14 1965
ENGINEER
COUNTY & CITY DIVISION

8/10/65 letting
Item 12

Si Cox

July 1, 1965
(date)

Polk County Court
Courthouse
Dallas, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 748

Section Fir Villa Section: structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

RECEIVED
JUL 7 1965
ENGINEER
COUNTY & CITY DIVISION

7-6-65
(date)

By E M Barnhart

By Allen A Owen
Commissioner

By H B Hildebrand
Commissioner

cc: L.H. Young

MEMO TO R. N. CHASE Date June 16, 1965

NOTED
M. S. COX

FAS 748, POLK COUNTY: Fir Villa Bridge SECTION

TERMINI: Bridge over Rickreall Creek 1.0 mile east of Dallas.

NOTED

PROPOSED WORK: Construct a reinforced concrete deck girder bridge.

NOTED
P. B. Arensmeier

PROJECT LENGTH: 0.028 miles

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$54,000	$32,400	$10,800	$10,800	

EXISTING FACILITIES: Timber truss bridge 120 feet long and 15 feet 2 inches wide. Bridge is too narrow, truss members are decayed and piers are in poor condition.

ADJACENT SECTIONS:
NORTH/[redacted] END: 20 foot bituminous surface, 4 foot gravel shoulders.

SOUTH/[redacted] END: 20 foot bituminous surface, 4 foot gravel shoulders.

PROJECT DATA: Construct a reinforced concrete bridge 150 feet long and 28 feet wide. Alignment is all tangent. No detour is required and the County will construct approaches and connections with their own forces; the old bridge will be removed under the contract.

RIGHT-OF-WAY: 60 feet minimum
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION None required
PUBLIC HEARING: None required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: Road serves rapidly growing suburban area and an open air theater. Local residential traffic, school bus and mail route.

NOTED
V R

VRJ:eh

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 1 Pages

RECEIVED
APR 1 6 1965
FOR FILING

Section FIR VILLA BRIDGE Highway F.A.S. 748 County POLK Prefix 57[illegible]

Res. Engr. E. J. Ball Approx. Length 0.2 Miles. Sta. _____ to Sta. _____ Date 4-16-65

Truck A.D.T. 5 Traffic Coefficient 5.6 18 kip s.a. per day 3.6.

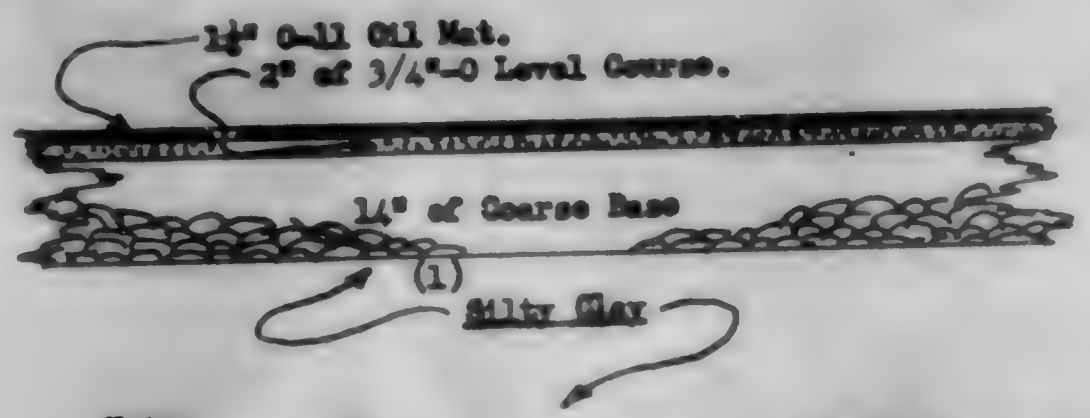
Annual Precipitation 35" Frost Penetration - - - - -.

(1)
Typical Soil

44	LL
15	PI
97	%P 10
82	%P200
4	%Gravel
2	%C Sand
12	%F Sand
49	%Silt
33	%Clay
17	"R" Value (Corrected)

AASHO CLASSIFICATION:
A-7-6 (11)

MATERIAL SOURCES:
To be furnished by Polk County.



CBR Total Req.	Credit	Actual Thick.	
	1½	1½	0-11
	2	2	Level
	14	14	Base
17	17½	17½	

Note:
State participation is to prepare plans, specifications, and estimates for bridge replacement. Contract is for structure only. Polk County will construct approaches. Project Base Design provided to assure ample subgrade width.

cc:
D.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

NOTED
F. B. KLABOE

Submitted by J. W. Garbrecht Staff Assistant

Recommended by O. A. Wilhoite Engineer of Materials

Recommended by R. W. Hogan Construction Engineer

Approved by F. B. Kloboe Asst. State Highway Engineer

SECTION: FIR VILLA BRIDGE

HIGHWAY: F.A.S. 748

COUNTY: POLK

Traffic Analysis:

Calculation for Traffic Coefficient

Loadmaster Study For Year _____

A. Present ADT 700 (Total)

B. Future ADT 1400 (Total)

C. Mean ADT 1050 $(\frac{A+B}{2})$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 1 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ .5% x (C) 1050 = 5.25

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 5 x (H) 100 % = 5

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 5.6

SECTION: FIR VILLA BRIDGE

HIGHWAY: F.A.S. 748

COUNTY: POLK

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not applicable
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Polk County prefers an oil mat.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as Polk County will construct the approaches.

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

February 1, 1965

CONSTRUCTION DIVISION
RECEIVED
FEB 2 1965
CE AGR ACK COR

State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Sir:

In regards to prospectuses transmitted with your letters of January 13 and 14, 1965, we concur with the comments of the Oregon Fish Commission in their letter of January 26, 1965 with respect to the following projects:

Burnt Woods-Blodgett Section, Corvallis-Newport Highway, Lincoln and Benton Counties.

Dayville Section, John Day Highway, Grant County.

Fir Villa Bridge, FAS 748, Polk County.

We appreciate receiving notification of these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:ae

Copies to:
L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (4)
A. F. Parson (2)

NOTED
LLOYD P. SHAW

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

CONSTRUCTION DIVISION
RECEIVED
JAN 28 1965

January 26, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Sir:

The prospectuses for the following titled proposed highway construction projects transmitted to us by letters dated January 13 and 14, 1965 have been examined by our staff:

Burnt Woods - Blodgett Section, Corvallis-Newport Highway, Lincoln and Benton Counties.

Dayville Section, John Day Highway, Grant County.

Fir Villa Bridge (Rickreall Creek), FAS 748, Polk County.

Anadromous fish inhabit the rivers and streams involved in all of these projects hence fish passage must be maintained. Contractors should be cognizant of the potential hazard to fish life of petroleum products and industrial chemicals. Untimely, heavy silt loads in the streams should be avoided.

Your favorable consideration in these matters will be appreciated.

Sincerely,

William D. Clothier

WILLIAM D. CLOTHIER, ASSISTANT
STATE FISHERIES DIRECTOR

cc: R. Koski, Oregon State Game Commission

Copies to:
L. P. Shaw
L. H. Young
T. C. Roake
F.L. Hall
J.E. Morelock
R. D. Asburry (4)
A.F. Parson (2)

NOTED
LLOYD P. SHAW

RECEIVED
JAN 20 1965
FOR FILING

Prefix No. 527-1419

LOCATION PROSPECTUS
FIR VILLA BRIDGE
(RICKREALL CREEK)
FAS 748, POLK COUNTY

HIGHWAY: Fir Villa County Road, Federal-aid Secondary No. 748.

TERMINI: The bridge site is approximately one mile easterly of Dallas near the junction of Dallas-Orr Corner Road.

LENGTH: 0.2 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the replacement of the existing bridge over Rickreall Creek on existing alignment. The contract will be for the structure only. The County will construct the approaches. The road can and will be closed during construction. Reconnaissance is not necessary. Routine soils investigations will be conducted. There are no special drainage problems. An economic analysis is not needed. This is an FAS-C project using 1966 funds.

CHARACTERISTICS: Existing ADT 700, projected ADT 1,400. Rise and fall and central angle will be determined during the survey.

STANDARDS: Class "D", deviations from State and AASHO standards are not anticipated.

TYPICAL SECTION: Two 11-foot travel lanes with 4-foot shoulders.

BRIDGE: The new structure will have a horizontal clearance of 28 feet.

ACCESS: No control.

BASE: Tentative design for construction is:

Wearing Surface	1-1/4" 0-11
Top Course Base	2 " Leveling
Bottom Course Base	14 " Coarse Base
Total Depth	17-1/4"

MATERIALS: Available from commercial sources.

NOTED
FORREST COOPER

ADDITIONAL FACILITIES: No railroads, utility adjustments may be required.

PARKS: None affected.

January 14, 1965
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
L. P. Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

DALLAS AIRPORT

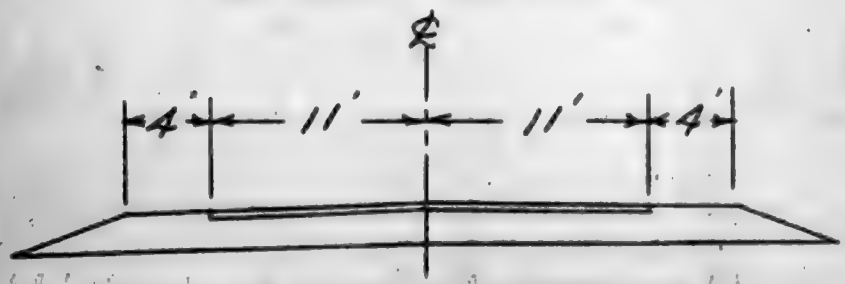
DALLAS

N

FAS-748

PROPOSED BRIDGE
FAS - 748

BRIDGE SECTION



APPROACH SECTION

PROSPECTUS MAP
FIR VILLA BRIDGE
FAS 748

POLK COUNTY

Scale: 1965

12-15-64

POLK COUNTY
PROPOSED PROJECT (1966 Funds)

FAS 748, Fir Villa Bridge, Rickreall Creek, $39,000.

Under this project it is proposed to replace a narrow, understrength timber truss bridge over Rickreall Creek. The bridge is located a mile east of Dallas. The road will be closed during construction and the County will construct connections to the existing road. The County requests a bridge 28' wide.

Approved 1/27/65

65-a
12/15/64

BRIDGE PROJECT REQUESTED BY Polk COUNTY Date 12-14-64

Is this to be a County project? ___Yes ___No

Is this to be an FAS-C project? X Yes ___No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Fir Villa

   FAS Number 748

2. Name of river or stream Rickreall

3. Name of bridge Fir Villa

4. Location (Please attach map with location marked):

   Section 34 Township T 5 Range 5 W W.M.

5. Desired width of bridge 28 ft

6. Are sidewalks desired? ___Yes X No

7. Width of sidewalks _____

8. Is sidewalk desired on upstream side of bridge? ___Yes ___No

9. Is sidewalk desired on downstream side of bridge? ___Yes ___No

10. Does County wish a particular type of bridge design? ___Yes X No

    If "Yes," explain type desired: _____

    _____

11. Will County furnish any materials for bridge? ___Yes X No

    Explain: _____

    _____

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ___Yes ___No

13. Will County run survey and furnish vicinity map? ___Yes X No

14. Will County furnish foundation data? ___Yes X No

ccr-61-a

*15. Does County wish State Highway Department to make foundation tests at County expense? ___Yes ___No

16. Can road be closed during construction? X Yes ___No

17. Will detour be required? ___Yes X No

18. Will detour be constructed and maintained by County? ___Yes ___No

19. Will detour be constructed and maintained by contractor? ___Yes ___No

20. Will County construct approaches or connections? X Yes ___No

21. Will contractor construct approaches or connections under contract? ___Yes ___No

22. State width of traveled roadway: 20 Width of shoulders: 4

23. Will additional right-of-way be required? ___Yes X No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ___, resolution___?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___Yes ___No

26. Will old bridge remain in place? ___Yes X No

27. Will old bridge be removed by contractor? X Yes ___No

28. Will old bridge be removed by County? ___Yes X No

29. Does County wish old bridge salvaged for future use? ___Yes X No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense? ___Yes ___No

31. Does County wish State Highway Department to advertise and accept bids? X Yes ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes X No

33. Does County wish complete job of illumination in project? ___Yes X No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes _X_No Size_____

(b) Sanitary sewer mains: ___Yes _X_No Size_____

(c) Storm sewer: ___Yes _X_No Size_____

(d) Gas mains: ___Yes _X_No Size_____

(e) Power lines: ___Yes _X_ No

(f) Telephone lines: ___Yes _X_No

(g) Other utilities? None

35. What is desired date for letting? July. 1965

Remarks_____

By E M Barnhart

By Candy Judge

ER-133(2) Poodle Creek Slide Sec., 1965
FAS 861 (Grad. & oiling)
6688

C&H 2875

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 92724

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-27-67	CC 1082		520-1070-097

RECEIVED
SEP 27 1967
ENGINEER
COUNTY & CITY DIVISION

- Lane County
- Board of County Commissioners
- Courthouse
- Eugene, Oregon 97401

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Attn: C. E. Attig

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Coolis Creek Road slide section, FAS 561 — ER-133 (2). Covered by agreement dated April 20, 1965.			
County advance deposit		23,400.00	
Less amount previously transferred		15,400.00	
			8,000.00
County's share of construction		17,874.36	
Less amount previously transferred		15,400.00	
			2,474.36
To be refunded			5,525.64

NOTED
HAROLD REYNOLDSON

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Form A-66 JM—10-62

(4) P.H.

Invoice for Service Rendered or Goods Furnished the OREGON STATE HIGHWAY DEPARTMENT by

This Space for Use of Accounting Division

Date March 27, 1967

~~Invoice No.~~ State Treasurer's

~~Proj. No.~~ Receipt # 239549

Lane County
C/o Board of Commissioners
Court House
Eugene, Oregon

State Printing 53876

Voucher No. 7-Final, Project No. ER-133(2)

Reimbursement for cost of repairing Poodle Creek Road, FAS 861, damaged in the 1964-65 floods.

County Cost as per Statement	$164.33
Federal Reimbursement Claimed at 63.51%	$104.37
State Highway participation at 29.47% of Federal Amount	30.68
Total Due County	$135.05

9553-597 (64) $104.37
520-4790-190 (64) $30.68

R.N. Chase, Federal-Aid Engr.

RECEIVED
MAR 22 [illegible]
FOR FILE

EN-132(2)

6688

March 22, 1966

St. Paul Fire and Marine Insurance Company
Pacific Department
200 Mills Building
San Francisco 6, California

Gentlemen:

A post-final payment for $200 will be made to Groesbeck-Durbin, Inc., on Contract No. 6688 for grading and oiling on the Peedie Creek Road Slide on FAS 861 in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $88,538.68 including the post-final payment. Of the total $661.36 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Groesbeck-Durbin, Inc.
P. O. Box 646
Eugene, Oregon

Tremp & McKinley Ins. Agency
260 East 11th Street
Eugene, Oregon

C. H. Maison
Attn: John Herr

TIME EXTENSIONS APPROVED BY HIGHWAY COMMISSION 3-15-66

Construction Division Federal-aid Contracts

64-1(3)

Agenda No.	Contract No.	Section	Extension Granted Penalty Days	Amount	B.P.R. Participation
1	6688	Siletz Slide Correction	6	$ 450	All
2	6689	Poodle Creek Slide	2	200	All
3	6670	Crave Cr.-Jumpoff Joe Cr.	27	7,560	All
4	6674	Tygh Valley & Willowdale	25	2,500	All
5	6643	Orchard Heights Road-Edgewater Street	4(1)	400	Secondary Proj. All Assumed.
8	6684	S. Unit, Minnesota	"Stop Work" only 12-2-64 to 3-9-65 & on 3-22-65 (Strike time approved previously)		All
9	6686	Willamette River-Orleans	22	4,620	Secondary Proj. All Assumed.
10	6684	Wall Cr.-Siskiyou Sts.	19*	5,880	All
14	6681	Dialock-Arlington	72*	20,160	All-Corps Engr. also concurred in all of the extension.

(1) This is accrued penalty only from specified completion date of Oct. 31, 1965 to date of ordered "shut down" Nov. 4, 1965. Project is still under this "shut down" order. Time extension was approved to July 1, 1966.

* Extension covers all time to actual completion, leaving no penalty.

cc: F. D. Nelson
L. H. Young
C. H. Matson
J. A. Bond

JAB:mh

RECEIVED
APR 12 1966
FOR FILING

ER-133(2)

6688

March 9, 1966

Groesbeck-Durbin, Inc.
P. O. Box 646
Eugene, Oregon

Gentlemen:

The State Highway Commission at its meeting on March 8 considered your request for an extension of time on Contract No. 6688 on the Peedie Creek Road Slide Section of FAS 861 in Lane County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to November 2, 1966, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc L. R. Chandler
A. W. Bates
L. H. Young
F. D. Morgan
C. M. Matson
Bureau of Public Roads

FORM E-20 50M 2-65 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1966

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Poodle Creek Road Slide Section
Poodle Creek County Road
Contract No. 6688

Attached is a request from Groesbeck-Durbin, Inc., contractor on the subject project for an extension of the specified completion date from October 31 to November 2, 1965 without the assessment of liquidated damages. The contractor's request is based on the addition of fencing work by price agreement.

The contract records indicate that all work under the original contract was completed on or before the specified completion date. The only work remaining to be done after the specified completion date was some fencing which was added to the contract by price agreement. An attempt was made to get Lane County to perform this fencing work, but the county declined. The contractor signed the price agreement and subsequently subcontracted the fencing work, which amounted to only $432. The subcontractor was busy with other commitments and did not perform the work until after the specified completion date.

The original completion date for this contract was October 31, 1965. The project was completed November 2, 1965 which is two days beyond the specified completion date and amounts to $200 in liquidated damages.

We recommend that the specified completion date be extended to November 2, 1965. This will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reason for granting an extension appears to be valid.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:nh

Attach.

cc: L. H. Young

RECEIVED
JAN 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

December 13, 1965

Mr. A. W. Bates
Resident Engineer
Oregon State Highway Department
3595 Main Street
Springfield, Oregon

Dear Sir:

With regard to our contract No. 6688, Lane County, FAS 861, Poodle Creek Road Slide, we request an extension of time of two days on this project.

This extension of time is necessary in order to complete the fencing on the project in accordance with Price Agreement No. 1.

As you are aware, when you first requested us to do this extra work, we asked that you make arrangements to have Lane County do this work because we do not do this type of construction ourselves and all fencing sub-contractors in the state declined to do the work because they were too busy on other projects. Since you could not get Lane County to do the work, we gave you a price, anticipating that we we would have to do the work. Later we prevailed on J. C. Denton to erect the fence.

This work could not be done until the channel change was excavated, sloped and accepted, and the bridge completed since the fence was required to be placed on the extreme edge of the channel.

If it had been conceivable to us that we would be penalized $200.00 for accomadating the O. S. H. D. by putting in $432.00 worth of fence, we would have, of course, declined to do the work.

For the above reasons we request the additional time and recision of the penalty.

Yours very truly,

GROESBECK-DRUBIN, INC.

Wallace R. Durbin
President

Voucher #7 - Final (MEMORANDUM)

FORM PR-20A (REV. 5-66)
FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966
IN LIEU OF SF-1166

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 3-3-66

APPROPRIATION	VOUCHER NO.
	BUREAU VOUCHER NO.
	BUREAU SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon	PAID BY Jane (For use of Paying Office)
ADDRESS Capitol Building, Salem, Oregon	
STATE Oregon	FEDERAL AID PROJECT NO. [illegible]-133(2)
VOUCHER PERIOD: FROM 12-22-64	TO 2-3-66

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$90,617.24	$[illegible]	63.525	$62,372.65	$[illegible]	$ 541.71	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

$ 541.71

62,372.65
Preliminary Eng. 410.44
County work - 104.37

Forrest Cooper
State Hwy. Engr.

USCOMM-DC 27328-P66

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	[redacted]					
	[redacted]					
	Preliminary Engineering					
	Iowa Code P.E.					
	Preliminary Engineering	All Required			$ [redacted]	
		Total Preliminary Engineering			$ [redacted]	
	Construction					
	Iowa Code 5231					
	Location: ([redacted])(Contract No. [redacted])					
1	Clearing & Grubbing	All Required			$ 10,500.00	
2	Embankment Foundation Excavation, Unclass.	3,426.0	cu.yds.	1.00	3,426.00	
3	General Excavation, Unclass.	21,850.9	cu.yds.	0.65	14,203.09	
4	Rock Embankment	11,934.5	cu.yds.	2.00	23,869.00	
5	Finishing Roadbed & Slopes	0.35	mile	3,000.00	1,050.00	
6	Trench Excavation	497.39	cu.yds.	2.00	994.78	
7	Special Backfill in Drains	267.32	cu.yds.	7.00	1,871.24	
8	Watering	8	M-gals.	3.50	28.00	
9	Stone Base	2,354.9	cu.yds.	3.90	9,184.11	
10	3/4" - 0 Material in Base	501.2	cu.yds.	4.75	2,380.70	
11	3/4" - 0 Aggregate in Prime Coat	40.14	cu.yds.	7.50	301.05	
12	RC-250 Asphalt in Prime Coat	4.58	tons	75.00	343.50	
13	Aggregates in Asphalt Macadam	390.47	cu.yds.	7.35	2,870.95	
14	120-150 Asphalt in Asphalt Macadam	22.39	tons	60.00	1,343.40	
15	18-Inch Culvert Pipe	300	lin.ft.	6.00	1,800.00	
16	6-Inch Drain Pipe	1,760	lin.ft.	2.10	3,696.00	
17	8-Inch Drain Pipe	330	lin.ft.	2.50	825.00	
18	Salvaging Guard Rail	575	lin.ft.	1.25	718.75	
19	Guard Rail-Salvaged Guard Rail	575	lin.ft.	2.25	1,293.75	
20	Furnish Timber Piling	340	lin.ft.	1.00	340.00	
21	Drive Timber Piles	8	lin.ft.	125.00	1,000.00	
22	Timber Superstructure	All	Required		7,000.00	
PAVT	Construct Type II Fence	48	rods	9.00	432.00	
MISC	Flagging (5% of Contr.'s Cost)	All	Required		[redacted]	
				Subtotal	$80,488.68	

AMOUNT CARRIED FORWARD.....

FORM PR-20A (REV. 5-66)

GPO 907-842

USCOMM-DC 27328-P66

FORM PR-20C (REV. 5-66)
FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966
IN LIEU OF SF-1166

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT
(PPM 30-6)

FEDERAL AID PROJECT

ST: Oregon
COUNTY: Lane
NUMBER: [illegible]-1(3)(2)
SECTION:

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	[illegible]					
	Equipment, Labor & Materials	All Required			$ 164.33	
			Subtotal		$ 164.33	
	Total Construction Cost				$ 88,653.01	
	Construction Engineering					
	State	All Required			$ 3,224.08	
	Total Construction Engr. Cost				$ 3,224.08	
	Total Participating Cost				$ 91,324.09	
	Nonparticipating Items					
P402	Pave Approach with Asphaltic Conc.	1 only		50.00	$ 50.00	
	Construction Engineering	All Required			43.05	
	Total Nonparticipating Cost				$ 93.05	
	Total Cost				$ 91,417.14	

PREVIOUS EDITIONS ARE OBSOLETE

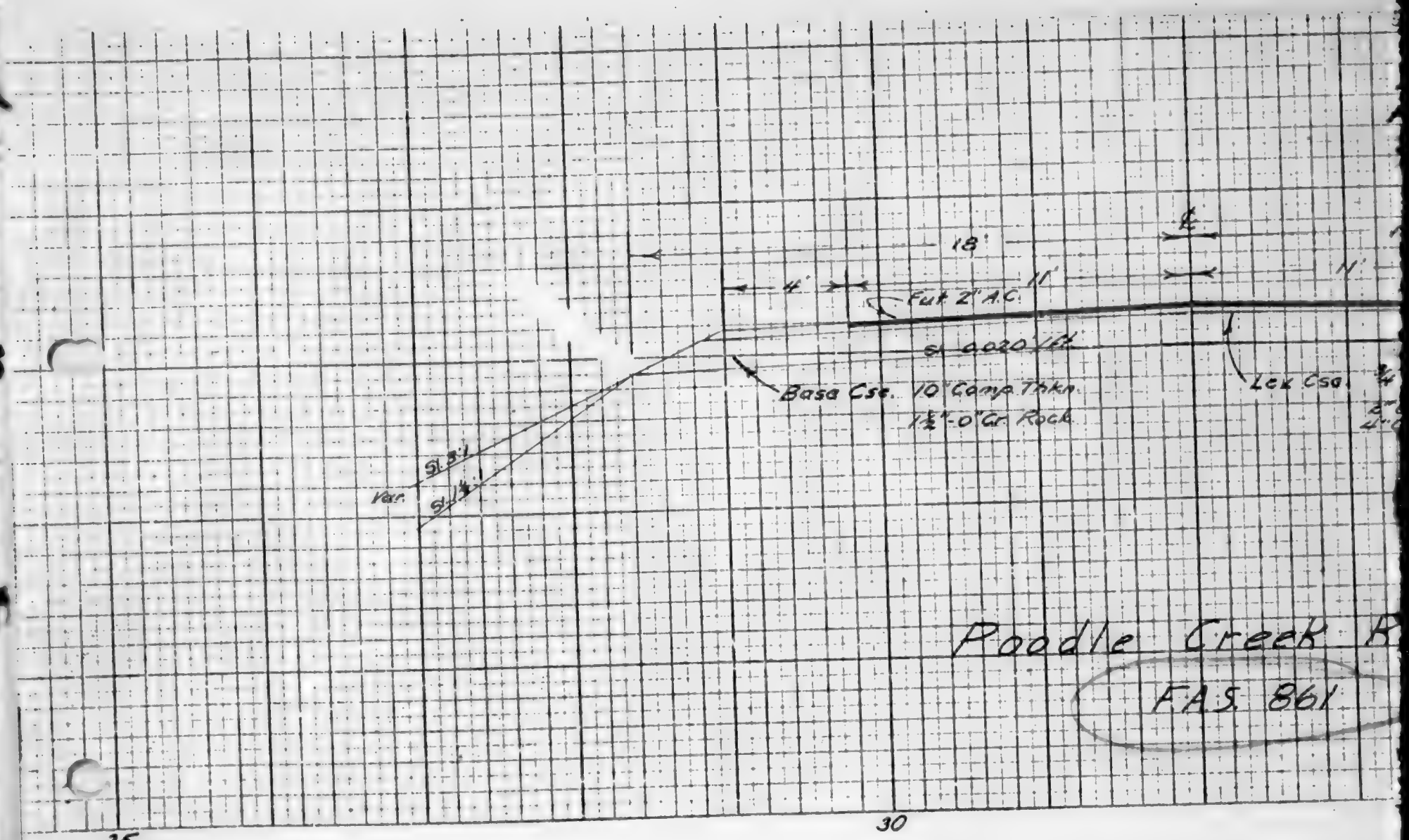
USCOMM-DC 27330-P66

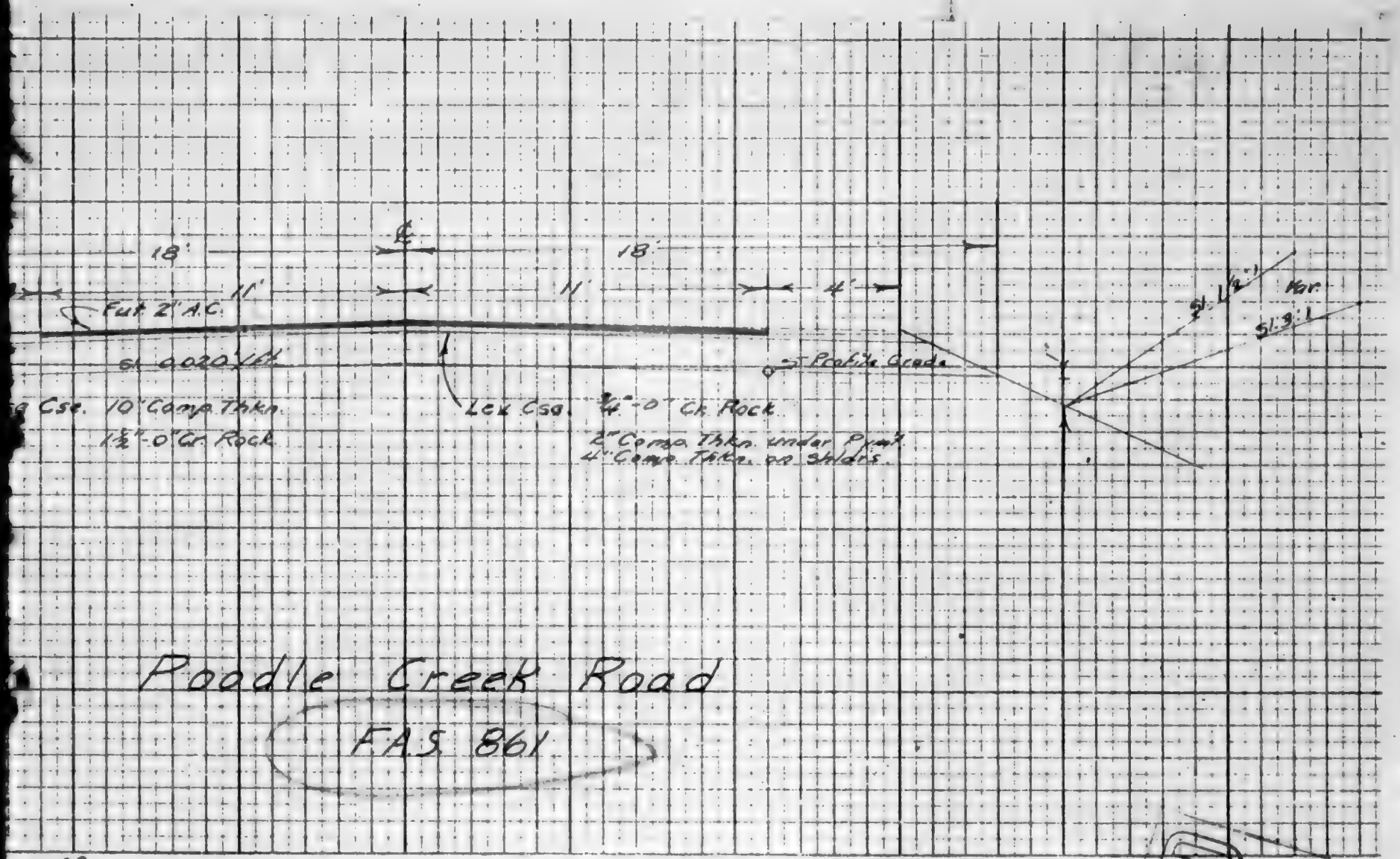
STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*

RECEIVED
SEP 28 1966
ENGINEER
COUNTY & CITY DIVISION

AMOUNT CARRIED FORWARD.....


18'
4'
11'
Fut 2" A.C.
Base Cse. 10" Comp Thkn.
1½'-0" Cr. Rock
Lck Cse
St. 3:1
Var.
St. 4:1
Poodle Creek R
FAS 861
25
30



Poodle Creek Road

FAS 861

30

35

RECEIVED
JAN 28 1966
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
FEB 2 - 1966
FOR FILING
ER-133(2)
6648

February 1, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 2
March 8, 1966 meeting

Gentlemen:

Grossbeck-Durbin, Inc., contractor on the Poodle Creek Road Slide Section of the Poodle Creek County Road (FAS 861) in Lane County, Contract No. 6648, requests an extension of the specified completion date from October 31 to November 2, 1965. The contractor's request is based on the addition of fencing work by price agreement.

The contract records indicate that all work under the original contract was completed on or before the specified completion date. The only work remaining to be completed after the specified completion date was the fencing work which was done under a price agreement.

I recommend that the specified completion date be advanced to November 2, 1965. This will eliminate all liquidated damages. This is a Federal Aid Emergency Recovery Project and we have Bureau of Public Roads concurrence.

This matter will be on the agenda for your consideration at the March 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg DES:nh

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6688 Contractor Crossbeak & Durbin

Highway Poodle Creek Co. Road FAS861

Section Poodle Creek Road Slide

Kind of Work Grading and Oiling

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Fencing work added to the contract by price agreement justifies an extension of 2 calendar days.

Recommended for Approval:

J. B. Boyd
Division Engineer

for
Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6688

Project designation ER-133(2) State-Federal

Date awarded Aug. 25, 1965

Work started Aug. 25, 1965

Per cent completed 100 Date Nov. 2, 1965

Spec. Compl. Date Oct. 31, 1965

~~Nox of Workdays Allowed~~

~~Nox of Workdays Used~~

Req. Ext. To Nov. 2, 1965

~~Nox of Addnl Workdays Requested~~

State Printing 27820

E -320 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ....December 13...., 1965..

Gentlemen:

We, the undersigned, respectfully request a change in completion date from 10/31/1965 to 11/2/1965 ..... within which to complete our Contract No. .....6689....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as per letter attached.

Respectfully submitted,

GROESBECK-DUBLIN, INC.
Contractor

By Wallace W. Groesbeck

CONSENT OF SURETY

Date December 20, 19 65

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ronald C. Boehl
Attorney-in-fact - Ronald C. Boehl

TROMP & MCKINLEY AGENCY
BY: Ronald C. Boehl
Resident Agent

(SEAL)

RECEIVED
FEB 1 - 1966

ER-133(2)

Form DOT-1
(11-63)
(Prec. by
A.O. 288-10)

UNITED STATES GOVERNMENT

Memorandum

6688

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 25, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: J. Girvin
Acting District Engineer

SUBJECT: Oregon Project ER-133(2)
Poodle Cr. Co. Road - Lane Co.
Poodle Cr. Road Slide
Request for Time Extension

We have received your request dated January 21, 1966 for a time extension of two days on the subject project.

Based upon the reasons stated in your letter, we concur with your request.

send cc to Chm-to
Bond, Young, Dunn
1-31-66

RECEIVED
JAN 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 24 1966
FOR FILING
ER-133(2)
6184

January 21, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Poodle Creek Road Slide
Section, Poodle Creek County
Road, FAS 861, Project No.
ER-133(2)

Dear Sir:

We have received from Groesbeck-Durbin, Inc., contractor on the subject project, a request for an extension of the specified completion date from October 31 to November 2, 1965. The contractor's request is based on the addition of fencing work by a price agreement.

The contract records indicate that all work under the original contract was completed on or before the specified completion date. The only work remaining to be done after the specified completion date was some fencing which was added to the contract by price agreement. An attempt was made to get Lane County to perform this fencing work, but the County declined. The contractor signed the price agreement and, subsequently, subcontracted the fencing work which amounted to only $432. The subcontractor was busy with other commitments and did not perform the work until after the specified completion date.

The original completion date for this contract was October 31, 1965. The project was completed November 2, 1965.

It is our recommendation that the completion date for this project be extended from October 31 to November 2, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:nh srb

RECEIVED
JAN 14 1966
FOR FILING

ER-133(2)

6688

January 13, 1966

St. Paul Fire & Marine Insurance Co.
Pacific Department
200 Mills Building
San Francisco 6, California

Gentlemen:

Contract No. 6688 awarded to Groesbeck-Durbin, Inc., for grading and oiling on the Poodle Creek Road Slide on FAS 861 in Lane County was completed on November 2, 1965, and accepted by the Highway Commission on January 12, 1966.

Final payment in the amount of $5,170.72 will be released to the contractor after January 20, 1966. The total contract amount is $80,338.68 including $661.36 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Groesbeck-Durbin, Inc.
P. O. Box 646
Eugene, Oregon

Tromp & McKinley Insurance Agency
260 East 11th Street
Eugene, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 13 1966
FOR FILING

ER-133 (2)

6688

January 12, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed November 2, 1965, on Contract No. 6688. The contract was with Grossbeck-Durbin, Inc. and was for grading and oiling of the Poodle Creek Road Slide Section of FAS Route 661 in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 12, 1966, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

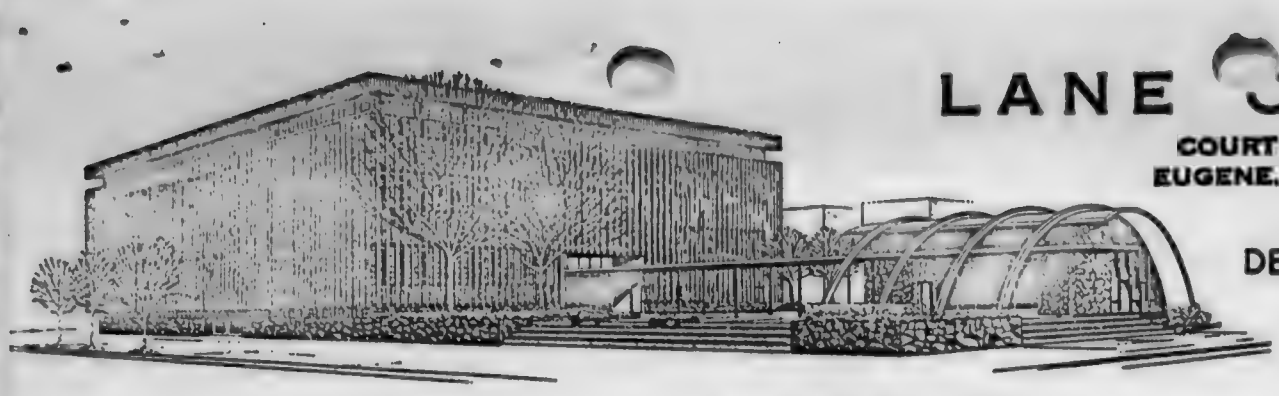
ER

COST SUMMARY

F.A. Project No. _____ County Lane

FAS Route No. 861 Poodle Creek Road Date Jan. 5, 1966

Warrant or Voucher No.	Brief Description	Costs
	TEMPORARY WORK	
	County Payrolls, Dec. 1964.	$ 53.33
	County Equipment Rental, Dec. 1964.	84.00
	Supplies Purchased Directly From Vendor.	
	S.J. Quam - 20 cubic yard Rip Rap @ $ 1.35 a yard.	27.00
	TOTAL, ENTIRE ROUTE	$ 164.33



LANE COUNTY

COURT HOUSE
EUGENE, OREGON

DEPARTMENT OF PUBLIC WORKS
1820 Roosevelt Boulevard
P.O. Box 3156
Eugene, Oregon
Phone 343-1671

November 24, 1965

Mr. E. A. Bates, Resident Engineer
Oregon State Highway Department
3595 East Main Street
Springfield, Oregon

Dear Sir:

This letter is confirmation of the acceptance by Lane County of the State contract covering the reconstruction of the Poodle Creek Road slide on FAS #861ER.

A final inspection was made in company with yourself and Mr. Glenn Hosner of the Bureau of Public Roads on November 24, 1965.

Please send me as constructed, prints of this project.

Sincerely yours,

Luther Freeman
Supervisory Engineer

LF/lw

GERALD K. ATTIG, DIRECTOR
JOHN M. CLAY, ASSISTANT TO THE DIRECTOR
LUTHER FREEMAN, PRINCIPAL ENGINEER
HAROLD WILLIAMS, OFFICE MANAGER

GEORGE GRIFFIN, SUBDIVISION ENGINEER
H. V. JENKINS, HIGHWAY SUPERINTENDENT
OLE HALDERSON, BRIDGE SUPERINTENDENT
FRANCIS WAGGONER, COUNTY SURVEYOR

FORM PR-33A (REV. 8-65) cc:OSHD(Wallaboe) Regional Wash DC OSHD(T.Edwards)

U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

~~INTERMEDIATE CONSTRUCTION INSPECTION REPORT~~

(PPM 20-6.1)

rc

NOTED S. COX NOTED HARWELL

REGION NO.	REPORT NO.	COUNTY	STATE
8	3	Lane	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
11-24-65	Glenn K. Hossner, Area Engineer		ER 133(2)
IN COMPANY WITH			
A. Bates, Res Engr, OSHD; L. Freeman, Supv Engr, Lane County			
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**
Satisfactory	Satisfactory	NA %	100 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

POODLE CREEK ROAD
FAS 861
MPS 3.7 and 5.8

Vane

NOTED R. H. PRANGE

NOTED P. B. Arensmeier

flood

All ~~front~~ repair damage which resulted from the December 1964 and January 1965 flood condition has now been completed on this project.

Necessary temporary repair work which consisted of slide removal at MP 5.8 was accomplished by county forces. This temporary work is estimated to have cost approximately $500.

RECEIVED DEC 23 1965 ENGINEER COUNTY & CITY DIVISION

The permanent repair work which consisted of embankment restoration at MP 3.7 and slide correction at MP 5.8 was accomplished under a regular contract. This repair work which was contracted to Groesbeck-Durbin, Inc. was completed on November 2, 1965. The contract provided for an October 31, 1965 completion date.

12/21/65 Copies to

The final contract cost for the permanent repair work will be approximately $87,400, exclusive of Extra Work Orders and Price Agreements. This is an underrun of the original contract amount by approximately 15%. Work performed under Extra Work Orders and Price Agreements will amount to approximately $1150.

NOTED V. R. JONES

(more)

5-60 MAY BE USED

Significant underruns occurred in the rock embankment item, the embankment foundation excavation item, and the stone base item. These three items underran the original quantities by 27%, 26.5%, and 28% respectively. These underruns resulted from changes which were necessary to check field conditions. There was also a considerable underrun of the watering item but the dollar value of this underrun was less significant. Salvaging and reinstalling guardrail overran approximately 92%. This overrun was necessary when additional guardrail had to be removed in order to properly repair the flood-damaged areas.

The Resident Engineer reported that the contractor overrun in contract time was due to difficulties encountered in scheduling of necessary contract work. In particular, the guardrail subcontractor was late in completing his work due to other commitments. Liquidated damages will be assessed for the two days overrun in contract time.

All materials incorporated in the work were properly tested and test results thereon indicated substantial compliance with governing specifications with the exception of one asphalt sample which failed due to low flashpoint. The reserve sample has been submitted to the central laboratory as a check test, and the test results had not been received by the Resident Engineer at the time of this inspection.

(more)

Mr. Freeman, representing Lane County, indicated that the County would accept the project as of this date.

Random measurements were made of the completed oil mat at Stas 183+00, 186+00, and 190+00. These random measurements indicated that the completed oil mat width was in substantial conformance with the plan width of 28'. The overall length and deck width between felloe guards on the approach bridge constructed right of Sta 190 were measured and found to be 82.2' and 14.1' respectively. This is in substantial conformance with governing plans and specifications which callfor an overall length of 82.33' and a width between felloe guards of 14'.

The final report will be submitted upon receipt of necessary supporting documents.

RECEIVED
DEC 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Poodle Creek Road Slide

WEEK ENDING: November 13, 1965

SECTION PREFIX: 520-1020-900

HIGHWAY: FAS 861

COUNTY: Lane

NAME OF JOB: Poodle Creek Road Slide

KIND OF WORK: Grading & Oiling

CONTRACTOR: Groesbeck & Durbin

CONTRACT NUMBER: 6688

FEDERAL AID PROJECT NUMBER: ER - 133(2)

DATE OF CONTRACT: August 25, 1965

DATE WORK STARTED: August 23, 1965

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION

SPECIFIED WORK DAYS: N/A

WORK DAYS USED: N/A

SPECIFIED CALENDAR DAYS: N/A

CALENDAR DAYS USED: N/A

SPECIFIED COMPLETION DATE: October 31, 1965

PERCENT OF TIME ELAPSED: 100 %

PROJECT AUTHORIZATION: $ 116,922

ENGINEERING AUTHORIZATION: $ 8,314

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 %

EXCLUSIVE OF ENGINEERING: $ 108,608

ENGINEERING COST TO DATE: $ 8,500

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100 %

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 88,540

PERCENT OF AUTHORIZATION: 102 %

DATE PROJECT WAS COMPLETED: November 2, 1965

ESTIMATED PERCENT UNDERRUN: 18.5%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Structure
100 %	100 %	100 %	100 %	100 %		100 % Complete

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.35	0.35		0.35	
MILES PARTIALLY COMPLETED	0.35	0.35		0.35	
MILES COMPLETED	0.35	0.35		0.35	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	42,960	3,740		346	
TOTAL QUANTITIES CORRECTED TO DATE	35,600	2,932		327	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	35,600	2,932		327	
AVERAGE DAILY QUANTITIES	0	0		0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

BEN GIFFORD

RECEIVED
NOV 15 1965
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

One man working on semi-final.
We have not received lab results on all of the asphalt.
This is the final weekly report.

SIGNED Agnes M. Bates LOCATION Springfield, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
DEC 3 - 1965
FORM E-1133 50M 9-64
FOR FILING

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-133(2)

6688

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 4, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 2, 1965 on Contract No. 6688, Poodle Creek Road Slide Section, in Lane County, in connection with Federal-Aid Project No. ER-133(2).

We request that your office inspect the contract work and return a signed copy of this letter upon completion of establishment period indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

REFERRED TO
By Asst. State Hwy. Engr.
12-2-65

Bureau of Public Roads
Oregon Division Office
Endorsement

Date: 11/29/65

Conditions noted on above date:

Contract work considered to have been satisfactorily completed.

A. W. Parsons
Division Engineer

RECEIVED
NOV 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

By: ME Martin
M. E. Martin, District Engineer

RECEIVED
SEP 29 1965
9188
FOR FILING

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

HIGHWAY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE: Oregon
PROJECT REPORT NO. 2	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 9-24-65	COUNTY: Lane
ER-133(2) 6688		PROJECT NO.: ER-133(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Poodle Creek Road Slide Section of FAS Rt. 861.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	3-22-65	0.353
RIGHTS-OF-WAY		
CONSTRUCTION	7-26-65	0.353
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 117,324.	$ 74,441.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Hayst A. Stein

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~KK~~ A. W. Parsons
(Division Engineer)

By L. R. Backlund

L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer SEP 24 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 6650 folder #1 Ends with: Contract# 6688

FLASH CARDS: Begins every Contract

Remarks: #6650 folder #1 continues from reel 124
#6688 Continues on reel 126

Reel No. 125 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 4th day of May, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm